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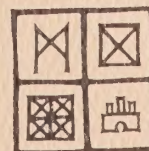
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BELMONT

California

THE GENERAL PLAN

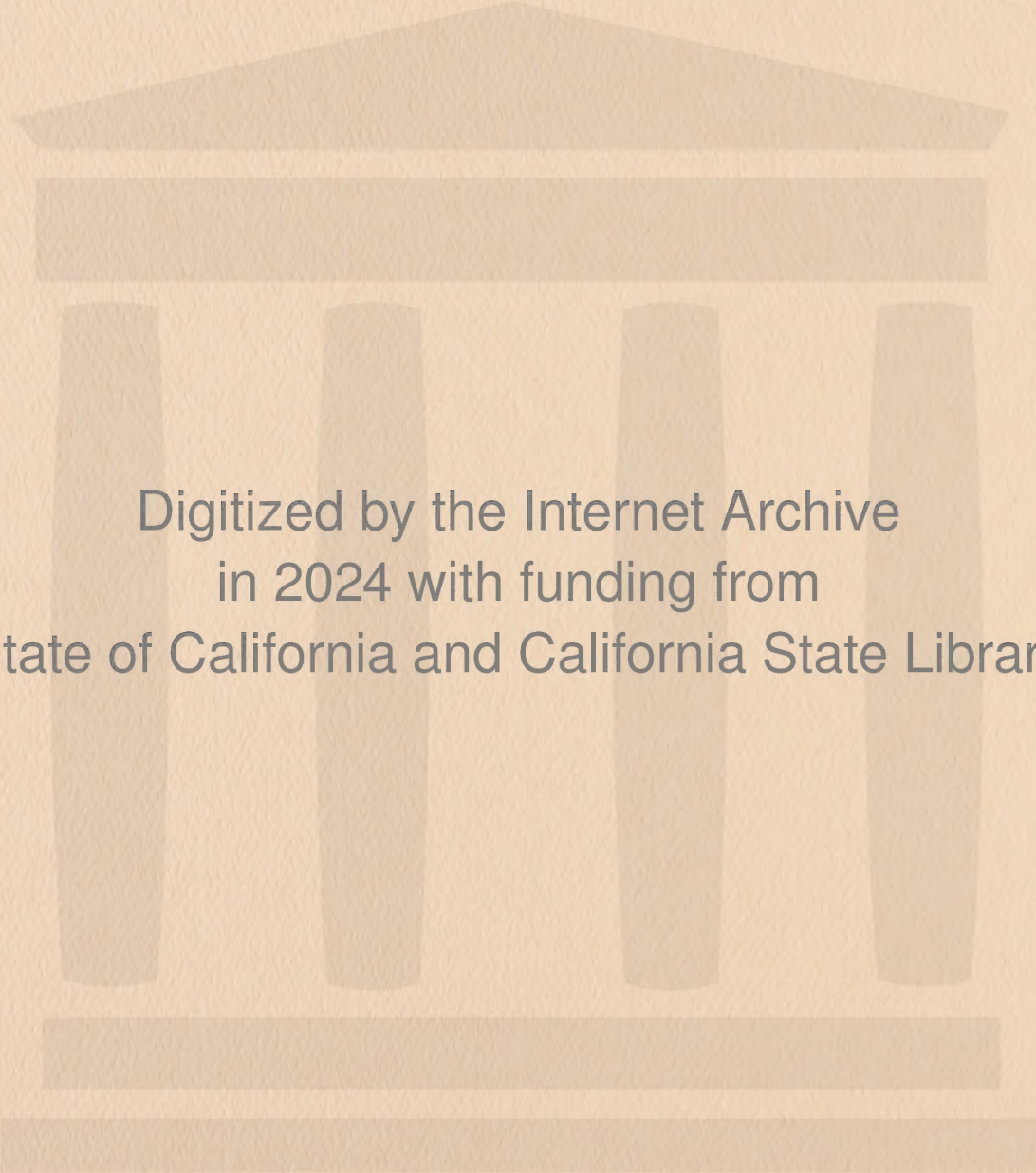
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San Mateo County, California

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Introduction

INTRODUCTION

This document, consisting of Sections 1000 - 3000, constitutes the General Plan of the City of Belmont, California. This plan is a long range, general, comprehensive guide to the future development of the City and lands outside its boundaries which are related to its planning. It describes the desired character and quality of the community, sets forth the goals of the City, and states the policies that City government will follow to achieve these goals.

1

This plan is long range, indicating the changes desired and anticipated in the next 15 to 20 years. It is intended to guide the day-to-day decisions that City government, other public agencies, and private parties will make affecting the character of the community. Some parts of the plan need to be executed soon; others cannot be realized until later in the planning period.

2

This plan is general. It delineates general use categories based on common environmental and functional characteristics. It does not establish precise locations for land uses and circulation, nor does it set forth specific development schemes for individual properties. The plan establishes the context within which private and public property is to be used. The degree of precision in the plan is that needed to determine major relationships within the area and between the area and the rest of San Mateo County.

3

This plan is comprehensive because it deals with the full range of land uses, services and facilities that affect the character and functioning of the community. Space has been allotted for all presently foreseen uses of land needed within the Planning Area to achieve the goals of the residents. These land uses and necessary circulation facilities are interrelated to form a balanced whole. The plan focuses on the physical environment of the community, recognizing that the character of this environment strongly influences and is influenced by economic and social conditions.

4

This plan has been designed to provide space and facilities for the next 15 to 20 years to serve a population of 27,000 to 28,000 in the City. Residential densities and distributions have been determined based on established land use patterns, natural opportunities and constraints and identified community values. Residential densities in each neighborhood have been balanced with planned transportation and service capacities.

5

BACKGROUND AND PUBLIC PARTICIPATION

This plan is based on general studies of natural conditions, land use, population growth and characteristics, trends in economic activities, traffic, governmental services and service areas, public facilities and related matters. Much of the information used as the basis for this plan is general. As more detailed data become available, some plan proposals may have to be modified or new proposals developed.

6

7 The policies and proposals in this plan were derived from existing information and previously identified community goals. The key sources for this plan were the currently adopted General Plan elements, a draft revision of the General Plan completed by Martin-Carpenter & Associates in 1979 and a revision of the 1979 draft plan compiled by the General Plan Review Committee during 1980. Most information concerning existing land use, public facilities and services, natural features, circulation, noise levels, and historic buildings was obtained from the Martin-Carpenter 1979 draft plan. The goals and policies were derived primarily from the work of the General Plan Review Committee.

8 Belmont citizens have been directly involved in the General Plan revision effort since its inception in 1979. The City Council appointed a citizens Advisory Committee composed of representatives of the Planning Commission, Board of Design, Recreation and Parks Commission and Finance Commission to oversee the revision process. The Planning Commission appointed the General Plan Review Committee, composed of Belmont residents, to review and revise the Martin-Carpenter 1979 draft plan. Public hearings and other opportunities for citizen participation were scheduled throughout the plan revision and adoption process. The plan, as adopted, reflects the expressed views of the residents of Belmont.

STATE MANDATED ELEMENTS

9 The plan has been prepared pursuant to the state law governing local planning as found in Chapter 3, Title 7 of the California Government Code and in general conformance with the General Plan Guidelines issued by the Office of Planning and Research on September 10, 1980. State law requires the General Plan to include nine elements. In this plan, the required elements are consolidated into two parts and six elements as follows:

Belmont General Plan Elements

State Required Elements

Elements of the Land Use Pattern

Land Use - Open Space

Land Use Element
Open Space Element

Circulation

Circulation Element
Scenic Highways Element

Elements of Community Quality

Housing

Housing Element

Noise

Noise Element

Seismic Safety - Safety

Seismic Safety Element
Safety Element

Conservation

Conservation Element

ORGANIZATION

The Belmont General Plan provides an internally consistent set of policy statements to guide the growth and development of the City. Part 1 includes a general description of the character and growth of the Planning Area and the goals pertaining to the entire Planning Area. Parts 2 and 3 describe more specific goals and policies significant to the future land use pattern and quality of life in the Planning Area. Part 4, the General Plan Diagram, graphically illustrates many of the policies contained in Parts 2 and 3. It shows the general location and extent of land use areas, facilities and other features of the Planning Area.

10

Appendix A is a list of actions to implement plan proposals. This is a general guide to strategies for implementing plan proposals and, in order to maintain flexibility in choice of specific programs and strategies, the list is not adopted as part of the General Plan. The initial study of the environmental impacts of adopting the General Plan and the Negative Declaration are included as Appendix B.

11

By and large, policy statements are not repeated in the plan. Thus, to find all the policy statements relevant to a particular subject, the user may need to refer to several parts of the plan. In all instances, detailed policies with respect to a specific topic take precedence over more general policies. Also, amendments to the plan supersede policies which are inconsistent with the amendments. In case of conflicting provisions, the provision providing the greatest protection to the residential character of Belmont shall prevail. The diagram, together with the goals, policies and descriptions set forth in the text, provides a guide to establishing zoning districts and delineating areas subject to specific implementing programs. Information more specific than that used to formulate the General Plan will be needed, in some cases, to develop regulations and programs to implement the plan.

12

The following words are used throughout this plan to indicate whether a particular provision is mandatory, advisory, or permissive:

13

- (a) "Must", "shall" or "will" identifies a provision which is mandatory.
- (b) "Should" identifies a provision that is advisory. In the absence of compelling, countervailing considerations, it is adhered to. Provisions identified by "should" can be applied with more flexibility than those identified by "must", "shall" or "will".
- (c) "May" identifies a permissive provision. Considerable discretion can be used in applying it to specific issues.

REVISIONS

The General Plan should be reviewed annually to ensure that it remains responsive to changing conditions and new information and continues to provide a realistic guide for physical development in accord with the goals of the citizens. The plan should be thoroughly reviewed and updated at least every five years, so that it continues to provide a long range guide.

14

RELATIONSHIP TO OTHER PLANS

- 15 The General Plan is based on review and updating of previously adopted plans. With its adoption, this plan supersedes the following:

<u>Element</u>	<u>Date Adopted</u>
Land Use Element	November 27, 1972
Circulation Element	June 26, 1972
Housing Element	June 14, 1971
Open Space/Conservation Element	November 27, 1972
Noise Element	September 8, 1975
Seismic Safety Element	September 8, 1975
Safety Element	September 8, 1975
Scenic Highways Element	September 8, 1975
Central District Element	May 24, 1971
East Belmont Plan	June 23, 1969
Western Hills Plan	November 22, 1971

- 16 The plan establishes the context for carrying out the provisions of the Belmont Sanitary Sewer and Storm Drain Master Plan, adopted in May 1980, and the Los Costanos Community Development Plan, adopted in November 1981. The Lower Ralston Area Specific Plan, adopted by the City Council in February 1979, remains in effect except where the General Plan policies are more restrictive.

CONSISTENCY OF REGULATIONS, PROGRAMS AND PROJECTS

- 17 The General Plan is a statement of governing policy; it is not a City regulation. The plan will be put into effect through the enactment and administration of regulations, adoption of specific plans, and pursuit of programs based on this plan. The most important regulations are the zoning, subdivision, and grading ordinances. The regulations in force at the time this General Plan is adopted will be reviewed to make sure they are consistent with this plan as required by state law. If inconsistencies or inadequacies are found, the regulations will be modified. Public and private development projects also must be consistent with the General Plan.

Part 1 – This is Belmont

PART 1 - THIS IS BELMONT

The City of Belmont in San Mateo County, California lies midway between San Francisco and Palo Alto where San Francisco Bay curves westward and the coastal mountains rise abruptly to the west. It is one of a chain of cities stretching along the San Francisco Peninsula from the Golden Gate to the Santa Clara Valley. The regional setting of Belmont is shown in Figure 1. 1000

Belmont covers 4.3 square miles of land with elevation ranging from sea level along the flat Bay plain to 800 feet in the eastern foothills of the Santa Cruz Mountains. As shown in Figure 2, it is bounded by the City of San Mateo on the north, Redwood City on the east, San Carlos on the south and San Francisco watershed lands on the west. The hillside areas are steep and wooded and marked by deep canyons cut by Belmont and East Laurel Creeks. The climate is mild; warmer than to the north and cooler and windier than to the south. 1001

Belmont is a relatively small city of about 24,500 people.* Although it contains a mixture of land uses, its predominant character is suburban with almost two-thirds of its developed land in residential use and the majority of households supported by employment outside of the City. Major transportation service to the City is provided by the Southern Pacific Railroad, U.S. Route 101, Interstate Route 280 and State Route 92 (Figure 1). 1002

HISTORIC GROWTH

Early development of the community occurred near the intersection of Old County Road and Ralston Avenue adjacent to the Southern Pacific Railroad line. The community grew westward into the Belmont Creek Canyon. In the late 1920's developers subdivided most of the area north of Ralston Avenue establishing the existing pattern of small single family lots. However, few houses were built until the 1940's and 1950's during the population boom of the war and post-war period. 1003

Table 1 shows Belmont's growth in population from 1930 to 1980. Most of the growth took place between 1940 and 1970 with very little population growth in the 1970's as the community approached full development of land. 1004

Table 1
Population Growth in Belmont
1930-1980

<u>Year</u>	<u>Population</u>	<u>Increase</u>	<u>Percent Increase</u>
1930	984	---	---
1940	1,229	245	24.9
1950	5,567	4,338	353.0
1960	15,996	10,429	187.3
1970	23,667	7,671	48.0
1980	24,505	838	3.5

Source: U.S. Census

* Source: 1980 U.S. Census

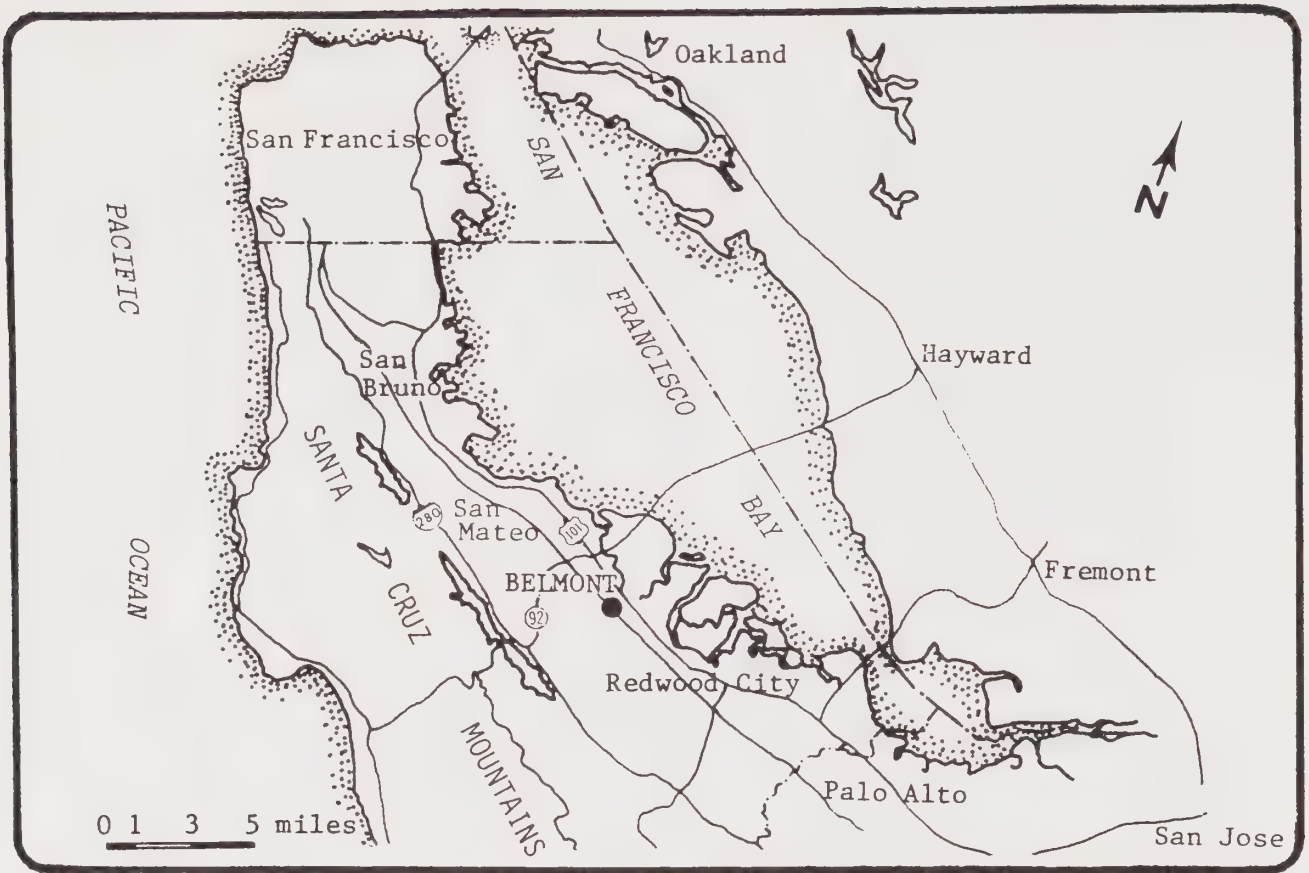


Figure 1. Regional Location of Belmont

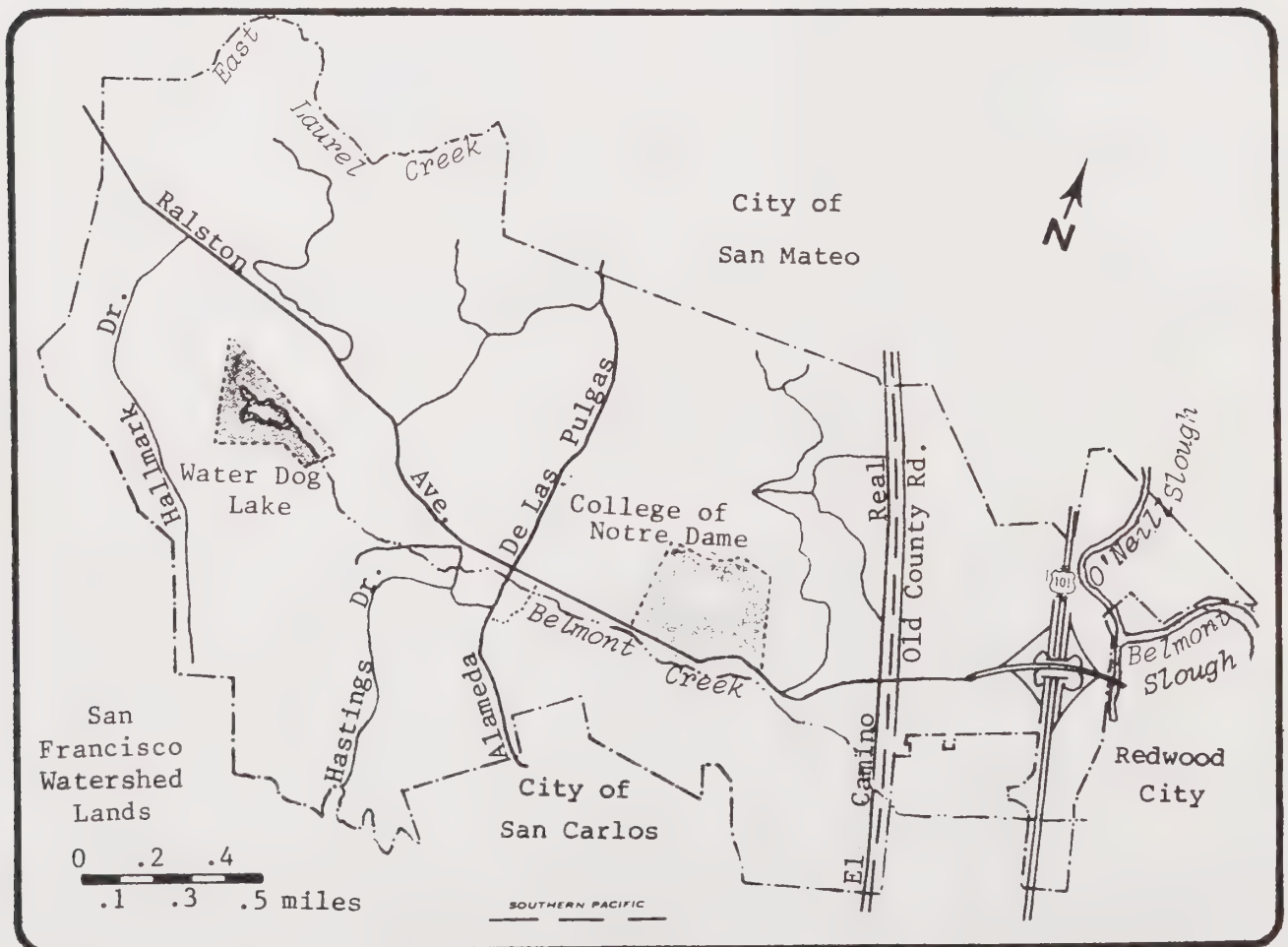


Figure 2. Belmont's Local Setting 1 - 2

PLANNING AREA AND NEIGHBORHOODS

The Belmont Planning Area includes all land presently within the City limits, all land within the sphere of influence as established by the San Mateo County Local Agency Formation Commission, and two unincorporated parcels--a triangle formed by Ralston Avenue, State Route 92 and Adelaide Way not presently in any city's sphere of influence and a parcel between Carlmont High School and Cranfield Avenue in the sphere of influence of the City of San Carlos. The Planning Area includes all land that is now, or expected in the future, to be under the planning jurisdiction of the City of Belmont. Figure 3 shows the present City limits, sphere of influence and planning area boundaries. 1005

The Belmont Planning Area is divided into fourteen neighborhoods each with common characteristics, development patterns and planning issues. Neighborhood boundaries are shown in Figure 4. Table 2 summarizes the general land uses of each neighborhood. 1006

FUNCTIONAL ORGANIZATION OF THE PLANNING AREA

The land use, open space and circulation policies of the plan define the functional organization of the planning area. Because most land in the planning area is already developed, the policies strongly reflect the existing land use and circulation system. In areas where future changes are called for, the proposals recognize limitations to development imposed by Belmont's natural environment, ability to provide urban services and desire to preserve the residential character of the community. 1007

U.S. Route 101, State Route 92, Interstate 280 and the Southern Pacific Railroad are, and will continue to be, the key transportation facilities linking Belmont to the region. Major changes in capacity, alignment or function of these transportation facilities are not envisioned within the next 15 to 20 years. Potential changes in the level and quality of passenger service on the Southern Pacific line are not expected to significantly affect basic land use-transportation relationships. 1008

Ralston Avenue, El Camino Real, a portion of Old County Road and Alameda de las Pulgas will continue to be the main circulation arteries within the Planning Area. The plan proposes measures to reduce on street parking and to improve traffic flow through some intersections, however, the streets presently have sufficient capacity to carry the anticipated traffic volume without major widening or realignment. 1009

Significant changes in land use are proposed for three areas of Belmont--the San Juan area, Western Hills and East Belmont. In the San Juan area, the plan calls for additional study of the development potential of the vacant subdivided and unsubdivided land parcels. Natural and manmade opportunities and constraints will be thoroughly evaluated to determine where new residential development can best be accommodated. Residential development may occur in clusters leaving significant amounts of the vacant land in permanent open space. 1010



Figure 3. Belmont City Limits, Sphere of Influence and Planning Area

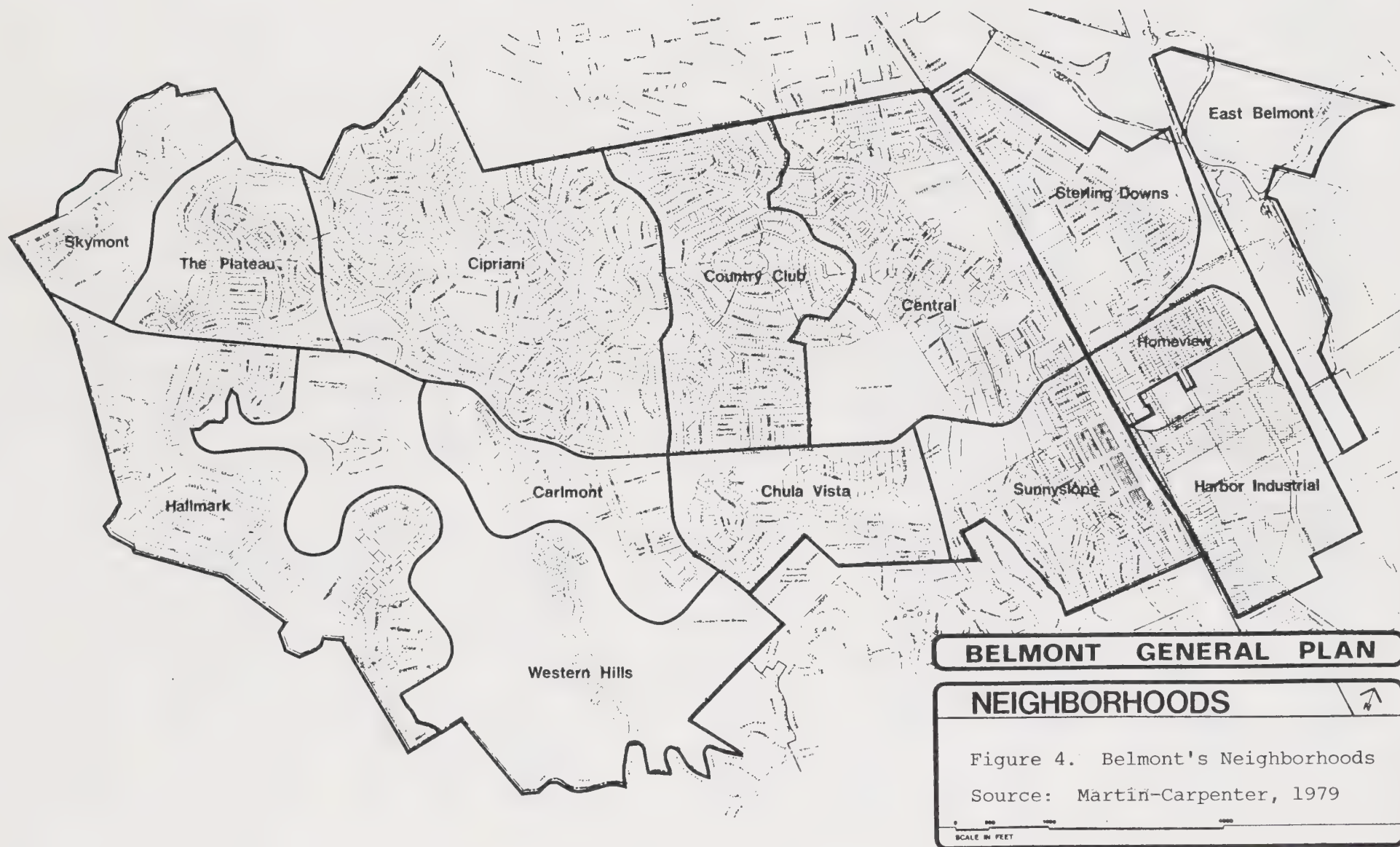


Table 2 - Generalized Existing Land Uses by Neighborhood

<u>Neighborhood</u>	<u>Est. 1980 *</u> <u>Population</u>	<u>Land Uses</u>
Skymont	481	Low density residential, open space
Plateau	820	Low density residential, open space
Cipriani	4,489	Low density residential, commercial, office, school
Country Club	3,214	Low density residential, school, com- mercial
Central	3,546	Low to high density residential, schools, commercial
Sterling Downs	2,945	Low to high density residential, school, park, commercial, industrial
Homeview	820	Low density residential, park, industrial
Hallmark	1,946	Low density residential, park, school
Western Hills	439	Low density residential, open space, park, school, office
Carlmont	3,051	Low to high density residential, open space, park, school, office
Chula Vista	1,208	Low density residential, school, commercial
Sunnyslope	1,541	Low to medium density residential, open space, commercial, hospital
East Belmont	---	Park, commercial, recreation
Harbor Industrial	---	Industrial, commercial
	<hr/> 24,500	

 * Population estimates from Martin-Carpenter, 1979, reduced 6.95% to adjust
 for total 1980 population reported in 1980 U.S. Census

Regarding vacant properties in the Western Hills, the plan recognizes existing agreements designating land for open space and residential uses but calls for review of the type and location of housing development to minimize grading and visual impact and to ensure stable building sites. 1011

Mixed use development is identified for the area east of U.S. 101 and north of Marine World Parkway. Residential, commercial, office and recreational uses are to be integrated in a development plan which enhances the Bayside environment, provides access to the Bay along Belmont Slough and complements adjacent development in Foster City and Redwood City. 1012

Except for potential new development in these three areas, the plan preserves the basic land use pattern of the community. Commercial and medium to high density residential development is concentrated along the Ralston Avenue and El Camino-Old County Road corridors. Low density residential development, public facilities and open space are the dominant land uses west of El Camino Real and industrial uses are concentrated in the unincorporated Harbor Industrial District east of El Camino. Substantial portions of the Western Hills and steep areas within the San Juan area remain in open space uses, highlighting the striking topography and scenic beauty of Belmont. 1013

GENERAL COMMUNITY GOALS AND POLICIES

The General Plan is based on a set of goals and policies which express the desires of Belmont's residents concerning the future character and development of their city. The goals and policies of the plan elements are an elaboration and application to specific subjects or areas of these overall community goals and policies. 1014

Goals

1015

1. To assure that Belmont will be a balanced community with residences, schools, business, industry and space and facilities for social, recreational and cultural activities in keeping with the present character of the City.
2. To preserve and enhance the attractive, family-oriented and tranquil quality of Belmont's residential neighborhoods.
3. To preserve significant open spaces, trees, views, waterways, wildlife habitats, and other features of the natural environment.
4. To maintain and enhance the appearance of the City through controlling the location, timing, design and landscaping of new development and encouraging renovation of older areas.
5. To encourage economic development within designated areas of the community to provide jobs, services and convenience goods and to strengthen local sources of revenues.
6. To provide public services efficiently and at a level adequate to serve an ultimate population of about 28,000.

7. To guide the timing and location of growth and development to ensure the availability of services and protection of sensitive natural environments.
8. To protect persons and property from unreasonable exposure to natural hazards such as floods, fire, unstable ground, erosion and earthquakes.
9. To protect and conserve significant community resources such as energy, clean air and water and historic or architecturally interesting buildings.
10. To provide for safe and efficient movement of people and goods within the community and between the community and other areas of the region with a minimum of disruption and adverse environmental effects.
11. To annex additional land which is within the sphere of influence or planning area only when the expected fiscal benefits of annexation exceed the costs.

1016 Policies

1. New development should be of a scale and character compatible with surrounding land uses and Belmont's small city environment.
2. Intensity of use of land as measured by such factors as parcel size, population density, building coverage, extent of impervious surfaces, public service requirements, parking requirements, and traffic movements should be based on the following general principles:
 - a. Intensity of land use should decrease as steepness of terrain and distance from major thoroughfares increase.
 - b. The lowest intensities of use should occur on the steep hillsides to limit storm runoff, prevent increased erosion, avoid unstable slopes, protect vegetation and watersheds, and maintain scenic qualities.
 - c. Intensity of use of individual parcels and buildings should be governed by considerations of existing development patterns, water and air quality, accessibility, traffic generation, parking, noise, fire safety, drainage, natural hazards, resource conservation and aesthetics.
 - d. Intensity of land use should be regulated according to the availability of community facilities and services.
3. All land uses should conform with the environmental quality and safety policies in Part 3 of this plan.
4. The following standards shall apply to all new development:
 - a. Sewage disposal shall be by sanitary sewers.

- b. Storm drainage facilities shall be provided.
 - c. Erosion shall be minimized through such measures as runoff retention and revegetation.
 - d. Grading and new impervious surfaces shall be kept to the minimum necessary to permit development of land in a manner compatible with its characteristics and designated use.
 - e. Land, water and energy shall be used efficiently.
 - f. Structures shall be clustered, where possible, to maximize open space and minimize costs of providing public services.
 - g. Safe access to the public road system of the community shall be provided.
 - h. Fire and police protection shall be adequately provided.
 - i. Slopes exceeding 30 percent shall be avoided whenever possible.
- 5. In the more intensely developed and accessible portions of the City, land uses should be varied with creative mixing of businesses, professional offices, institutions, and residences.
 - 6. Natural features, such as ridgelines, canyons, steep hillsides, meadows, streamsides and significant stands of trees, should be preserved and protected through planning, conservation practices and, where appropriate, the dedication of open space or scenic easements.
 - 7. No building permits for new structures shall be issued until or unless it has been demonstrated that all necessary public services can be provided within the framework of planned capital and operating budgets of the service agencies. Costs for services which exclusively benefit new development should be borne by that development.
 - 8. In any development within the Planning Area, geologic conditions should be thoroughly evaluated to avoid or mitigate problems of unstable land.
 - 9. In all new development, significant historical and archaeological features should be identified and, as determined appropriate, protected or conserved.
 - 10. Through traffic should be channeled onto major streets and collectors and diverted, to the extent possible, from residential neighborhoods.
 - 11. On-street parking should be controlled by requiring provision of off-street parking in new developments, constructing additional off-street parking spaces, especially in the Central Business District and near Old County Road, preventing the conversion of space or uses to higher intensities unless adequate off-street parking is provided.
 - 12. Incompatible land uses should be separated by landscaped open spaces, streets or other forms of buffers.

Part 2 – Elements of the Land Use Pattern

PART 2 - ELEMENTS OF THE LAND USE PATTERN

Part 2 includes the Land Use-Open Space Element providing comprehensive land use guidance and the Circulation Element addressing the movement of vehicles and people in, around, and through the Planning Area. The spatial aspects of the land uses and circulation facilities described in this part are shown on the General Plan Diagram, Part 4. Policies related to environmental quality, housing, seismic safety and safety are included in Part 3. However, they influence the land use and circulation proposals of this part of the General Plan.

2000

LAND USE-OPEN SPACE ELEMENT

Purpose and Relation to Other Elements

The Land Use-Open Space Element is the statement of Belmont's goals and policies for the future use of land within the Planning Area. It describes the location and distribution of land uses including the system of open spaces which help to give form and character to the community. Land use interrelationships and land use-circulation relationships are also defined.

2001

All elements of the plan, to some degree, contain policies which affect land use. Each type of land use has basic land area requirements and service needs. The distribution of uses is significantly influenced by the availability of circulation and access, slope and geologic conditions, the presence of natural hazards and resources, noise factors and the desire of residents for open space and visually pleasing surroundings.

2002

The Belmont Planning Area contains about 4.3 square miles or 2,750 acres. Table 3 lists the acreage allocated to each land use category within the Planning Area and Figure 5 shows the distribution of land uses in 1979.

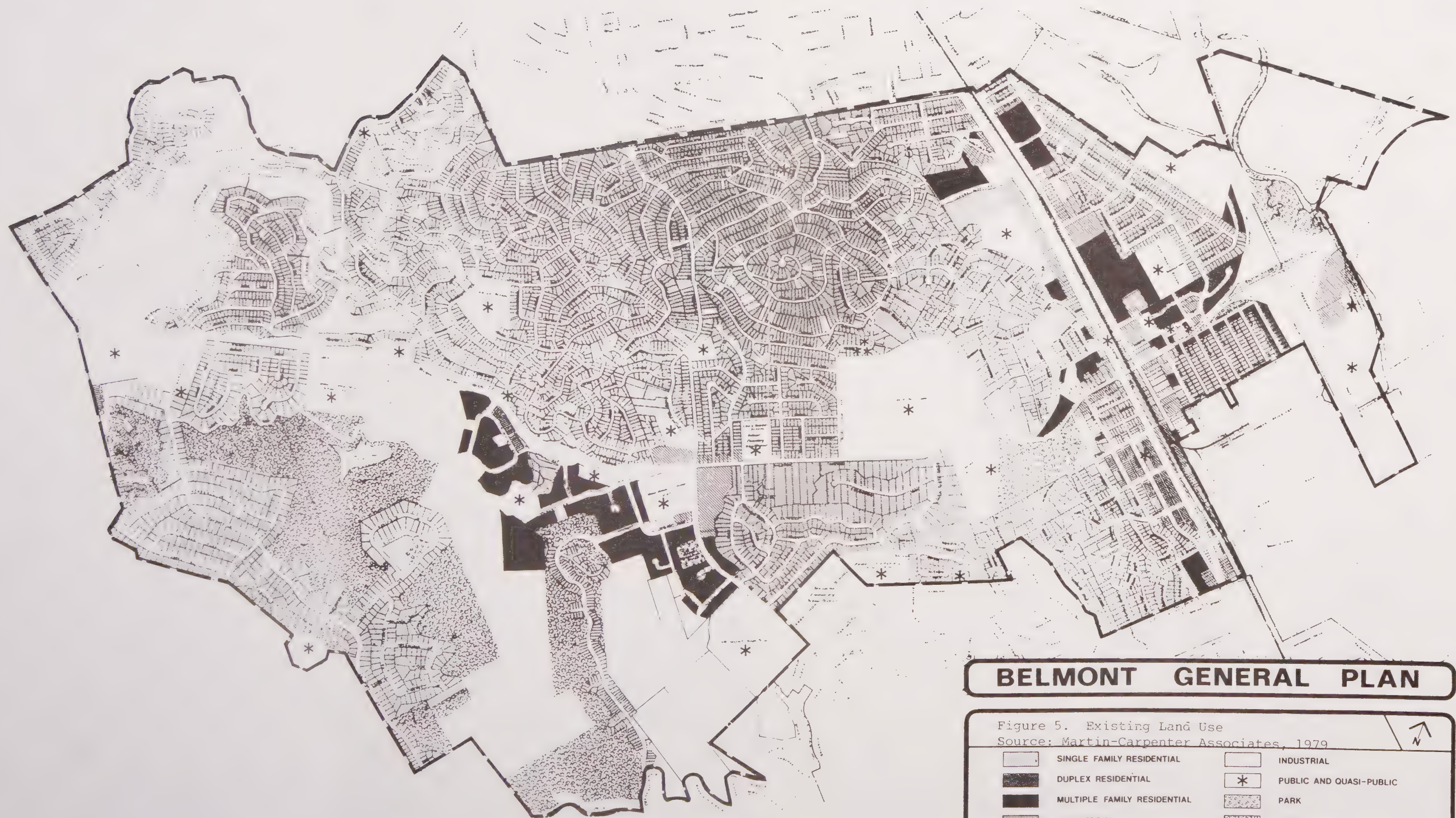
2003

Table 3 - Land Use Allocation, 1979

<u>Land Use</u>	<u>Acres</u>	<u>Percent</u>
Residential	1,169	42.6
Commercial	163	5.9
Industrial	76	2.8
Circulation	400	14.5
	<u>1,808 developed acres</u>	<u>65.8%</u>
Open Space	154	5.6
Park	177	6.4
Vacant	611	22.2
	<u>942 undeveloped acres</u>	<u>34.2%</u>
Total	2,750	100.0%

About one-third of Belmont's land area is presently undeveloped. As shown in Figure 5, most of this land is in the Western Hills with smaller amounts

2004



BELMONT GENERAL PLAN

Figure 5. Existing Land Use
Source: Martin-Carpenter Associates, 1979

	SINGLE FAMILY RESIDENTIAL		INDUSTRIAL
	DUPLEX RESIDENTIAL		PUBLIC AND QUASI-PUBLIC
	MULTIPLE FAMILY RESIDENTIAL		PARK
	COMMERCIAL		OPEN SPACE
	OFFICE		VACANT

0 500 1400 4000
SCALE IN FEET

MARCH 1973

in the San Juan area and east of U.S. 101. The plan focuses on these areas, proposing mechanisms and guidelines for accommodating future development in a way that conserves the critical natural features and open character of most of the undeveloped lands. The major impact of the plan on land use allocation will be to reduce the vacant land acreage and increase the acreage allocated to residential and open space uses.

Land use policies are established for the following major use categories: residential, commercial, industrial, public facilities, institutions, parks and recreation and open space. Goals and policies related to each major land use category are presented in the following sections.

2005

RESIDENTIAL AREAS

Goals

2006

1. To preserve and, where needed, enhance the present character of established residential areas.
2. To address the housing needs of traditional families, senior citizens and young adults by encouraging a mix in housing type, design and cost.
3. To encourage location of new multiple family housing in relatively flat areas which have good access, service availability and compatible adjacent uses.
4. To systematically control the timing and location of new housing development to coincide with the availability of public services and to protect existing residential neighborhoods and the natural environment.
5. To enhance the appearance of new housing development through site planning, design, and landscaping.
6. To ensure that residential development occurs in areas of low risk from geologic and hydrologic hazards.

Policies

2007

1. The City shall manage yearly residential growth in order to minimize environmental effects, ensure the availability of adequate public services and facilities, provide for high quality of development and otherwise ensure conformity with the goals and policies of this plan.
2. A variety of types and densities of residential uses should be provided to meet the needs of the different life styles and incomes of the people who live in the community.
3. Residential densities should decrease as steepness of terrain increases as follows:

- a. The highest densities should be located on the flatter portions of the community in or near the Central Business District, close to local shopping, services, employment, transportation and other local facilities. Densities should decrease as the distance from these facilities increases.
 - b. The lowest densities should be located on hillsides where it is necessary to limit storm runoff, prevent erosion, preserve existing vegetation, protect watersheds, avoid potentially unstable ground, avoid high fire hazard areas, and maintain the scenic qualities of the area.
4. In addition to residences, residential areas may contain normal accessory uses, recreation facilities and, under appropriate controls, institutions and facilities such as churches, schools, youth and senior centers and nursing homes.
 5. In high density residential areas dwelling types should be commonwall and/or multi-level. Each dwelling unit should have some usable private outdoor space, but facilities such as laundry, recreation, parking, and garbage storage should be provided for joint use.
 6. In medium density residential areas the dominant dwelling unit types should be single family detached or commonwall. All dwelling units shall have usable private outdoor space. For commonwall developments, common areas for parking and active recreation should be provided.
 7. In low density residential areas dwelling types should be limited to single family detached. However, clustering or grouping of dwelling units may be permitted to preserve open space. In no case shall such clustering or grouping result in a higher dwelling unit density than called for by the standards of the land use district.
 8. Residential developments of three units or more or on parcels with an average slope of 30 percent or more shall be subject to design review to ensure compatibility with adjoining uses and adherence to the following standards:
 - a. Siting, height and bulk of buildings and other improvements shall be controlled to minimize disruption of existing views and protect the profile of prominent ridgelines.
 - b. Drainage ways and natural vegetation, including trees and ground cover, should be conserved to the extent possible.
 - c. Exterior materials and colors should blend with the adjoining development and the natural environment of the site.
 - d. Overall grading and site disruption should be minimized.
 - e. Measures shall be taken to control erosion during construction, followed by planting to ensure long term erosion control. Native plants should be emphasized in new landscaping.

- f. The amount of impervious surface should be minimized to provide for maximum possible on-site water retention.
 - g. Houses, accessory buildings and residential roads shall be located on stable ground that is free from flood hazards as demonstrated by professional evaluation of site conditions.
9. Housing in the Central Business District and East Belmont north of Marine World Parkway should be located and designed to complement the primary commercial/retail function of these areas.
10. Vacant low density residential land in the Western Hills neighborhood has special opportunities and constraints for development because of topography and other land features and relationship to existing residential development. Development proposals in this area shall be fully evaluated to ensure that the following standards are met:
- a. Housing units should be clustered on stable, accessible sites leaving significant portions of the areas in open space.
 - b. The intensity and density of development shall be based on such factors as land stability, slope, access and availability of necessary public services and facilities.
 - c. A variety of clustered housing styles may be permitted ranging from single family detached to commonwall groupings. The intensity of development and design of units should be compatible with existing adjacent residential uses.
11. Single family residences may be built on scattered residential lots that are smaller than the minimum sizes called for by the plan if the following conditions have been met:
- a. Access is provided by a public road meeting City standards.
 - b. Buildings and driveways can be located on stable ground.
 - c. Adequate public utilities and services can be provided.
 - d. Adequate fire safety can be assured.
 - e. At least two off-street parking spaces can be provided.
 - f. Adequate driveway design and access to the public street system can be provided.
 - g. Adequate control of storm water runoff including, if necessary on-site retention, can be provided.
 - h. Building height, bulk and setbacks are comparable to those of adjacent residential properties.
 - i. Development will not preclude the reasonable use or development of adjacent residential properties.

Description

2008 The Land Use-Open Space Element provides for three basic categories of residential use varying in housing type and density of development expressed as the number of housing units per gross residential acre. These categories and their associated zoning districts are:

<u>Residential Land Use Categories</u>	<u>Density (Units Per Gross Acre)</u>	<u>Applicable* Zoning Districts</u>
Low Density	1 - 7	R-1E, R-1H, R-1A, R-1B, R-1C
Medium Density	8 - 20	R-2, R-3
High Density	21 - 30	R-4

2009 In steep and environmentally sensitive lands, density may be reduced, if necessary, to protect scenic and open space resources, ensure adequate access and services and avoid geologic hazards. Cluster development at no more than the designated density is permitted on all residential land and shall be required where necessary to meet the policies of this plan.

2010 In addition to these residential areas, residential land use is also permitted, under special permit procedures and specific performance standards, in commercial districts as described in other portions of this plan. For all categories, the actual permitted number of housing units may vary by area depending upon existing land use, natural site characteristics, access to major streets and availability of services and utilities.

2011 Low Density Residential. The low density residential designation applies to the use of land primarily for single family detached residences. The designation also includes clustered townhouse developments where the overall housing density does not exceed seven units per gross acre. Several subcategories of low density residential land use have been created to reflect variations in existing development patterns and natural characteristics in the Planning Area. The subcategories and their relationship to zoning designations are listed below:

<u>Land Use Designation Maximum Density (Units per Gross Acre)</u>	<u>Zoning* District Reference</u>	<u>Minimum Net** Lot Area</u>
1	R-1E	1 acre
up to 2	R-1H	20,000 sq. ft.
up to 3	R-1A	9,600 sq. ft.
up to 5	R-1B	6,000 sq. ft.
up to 7	R-1C	5,000 sq. ft.

* These zoning designations, and all other zoning designations included in this plan, are provided for reference and may change as actions are taken to implement specific proposals in this plan.

** Net area means the area of a parcel exclusive of lands for public or private roads.

Low density residential use is the predominant form of development in the City. New low density residential development will occur almost entirely through building on vacant lots in already subdivided single family areas and in the Western Hills area. There are approximately 680 vacant single family lots in Belmont of which about half are substandard in area or width. Almost 80 percent of the lots are in the Plateau and Cipriani neighborhoods. Over 400 of the lots are on unimproved roads. Table 4 lists vacant low density residential lots by neighborhood as of 1979.

Table 4
Low Density Residential Lots
by Neighborhood

<u>Neighborhood</u>	<u>Standard lots</u>	<u>Lots smaller than standard</u>	<u>Total</u>
Skymont	22	18	40
Plateau	87	177	264
Cipriani	161	121	282
Country Club	N/A	N/A	42
Central	N/A	N/A	21
Sterling Downs	N/A	N/A	1
Homeview	0	0	0
Sunnyslope	N/A	N/A	8
Chula Vista	N/A	N/A	3
Carlmont	0	0	0
Western Hills	3	0	3
Hallmark	<u>3</u>	<u>16</u>	<u>19</u>
TOTAL	276	332	683

Source: Martin-Carpenter, Existing Land Use Map, Figure 5, 1979
 Martin-Carpenter, Unmerger Criteria Study, 1979
 Martin-Carpenter, Vacant and Substandard Lots Map, 1977

- 2013 Development potential and planning considerations of specific areas designated low density residential are described below.
- 2014 SAN JUAN CANYON. The San Juan Canyon area contains most of the vacant subdivided lots. Figure 6 shows this area and the location of groups of vacant lots. Table 5 lists by street the vacant lots, both standard and substandard, in this area. As of 1979, there were a total of 463 vacant lots, 282 of them classified as substandard in area or width. Of the 463 lots, 401 were on unimproved roads. Only 20 of the vacant lots were both standard and on paved roads. Low density residential development of these lots may proceed only when it has been demonstrated that safe development can take place consistent with the policies of this plan, and that adequate access, utilities, fire service and other essential services are available. In no case will development be approved until it has been demonstrated that buildings and roads will be on geologically stable lands.
- 2015 WESTERN HILLS. Approximately 105 acres of unsubdivided land in the Western Hills are designated low density residential. This acreage is part of the 211 acre Carraro property which is included in Planned Developments 531 and 532 approved concurrently by the City in 1974. The approved concept plan for the planned development provides for 308 townhouses on the 105 acres with 106 acres of the property dedicated as permanent open space. The General Plan Diagram shows 105 acres as low density residential, 96 acres as open space and 10 acres as a park. Within the low density residential area, the number, type and location of housing units will be reviewed prior to development to ensure conformity with the goals and policies of this plan.
- 2016 RALSTON AND ADELAIDE. Low density residential development is proposed for the 1.7 acre unincorporated parcel at the west end of Ralston Avenue adjacent to Adelaide Way. The City should prezone this parcel to permit eventual development of a maximum of two single family residences. However, such development should only be permitted when it is demonstrated that two separate building sites can be created with adequate access, protection from roadway noise, and set back from streets and adjoining residences. In addition, due to location at a major city entrance and on a scenic roadway, landscaping along the roadway frontages should be a condition of land development.
- 2017 CLUB DRIVE. Three parcels totaling about six acres along Club Drive are designated low density residential. The land slopes steeply down from Club Drive creating difficult access conditions. No further division of these parcels should occur. The maximum development potential is three single family detached houses. Services would be most efficiently provided by the City of San Carlos. Thus, Belmont supports deannexation of these three parcels prior to development.
- 2018 OTHER. Additional low density residential development may occur on unsubdivided lands in the San Juan Canyon area designated on the General Plan Diagram as Open Space. Consistent with the designation, any development in these areas must be clustered preserving most of the land in open space. Development should occur under planned development provisions

FIGURE 6
Areas of Vacant Lots in
San Juan Canyon

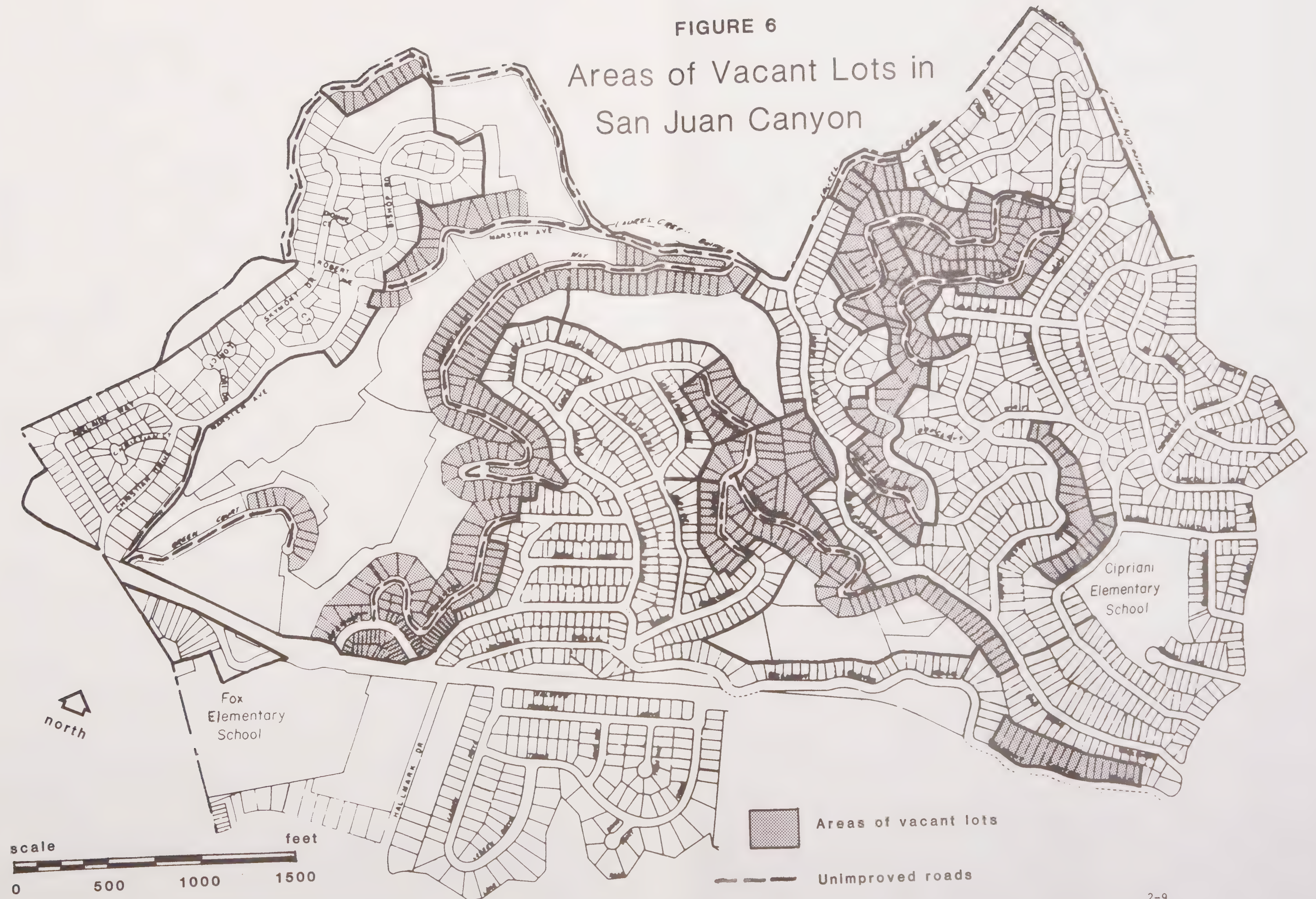


Table 5 - Vacant Lots in
San Juan Canyon Area*

<u>Location</u>	<u>Standard Lots</u>	<u>Substandard Lots</u>	<u>Total</u>
<u>On Unpaved Roads</u>			
Green Court	5	6	11
Marsten Ave.	13	4	17
E. Laurel Creek	6	12	18
Naughton	14	26	40
Barrett	19	91	110
Lower/Upper Lock	27	14	41
Marburger	16	16	32
Monte Cresta	24	22	46
San Ardo	6	7	13
Alhambra	34	20	54
Belmont Canyon	9	9	18
<u>Total Unpaved</u>	<u>161</u>	<u>240</u>	<u>401</u>
<u>On Paved Roads</u>			
Belmont Canyon	0	13	13
San Juan	8	6	14
Alhambra	5	10	15
Monserat	2	5	7
Monte Cresta	5	8	13
<u>Total Paved</u>	<u>20</u>	<u>42</u>	<u>62</u>
<u>Total Lots</u>	<u>181</u>	<u>282</u>	<u>463</u>

Sources: Martin-Carpenter, 1979, Existing Land Use Map
 Martin-Carpenter, 1977, Vacant & Substandard Lots Map
 Martin-Carpenter, 1979, Unmerger Criteria Study Map

 * The lots listed here and shown on Figure 6 are all vacant except for 17 on paved roads and 1 on an unpaved road. All lots are zoned R-1B with a minimum lot size of 6,000 square feet.

of the zoning ordinance with density and location of housing units based on thorough evaluation of slope, slope stability, drainage, erosion potential, vegetative cover, adjacent land uses and visual impacts. Safe and adequate provision of access and public services must be assured prior to development approval.

Low density residential development is also a possibility as part of a mixed use development in East Belmont. 2019

Medium Density Residential. The medium density residential designation applies to the use of land for duplexes and other non-intensive multiple family development. In Belmont, medium density structures include duplexes and low rise apartment buildings with covered parking. The density range of 8 to 20 dwelling units per gross acre is divided into two subcategories related to the City's zoning districts as shown below: 2020

Land Use Designation Maximum Density (Units per Gross Acre)	Zoning* District Reference	Minimum Lot Size	Minimum Lot Area per Unit
up to 12	R-2	6,000 sq. ft.	3,000 sq. ft.
up to 20	R-3	6,000 sq. ft.	1,950 sq. ft.

Existing medium density residential development is concentrated in the Carlmont and Sterling Downs neighborhoods with smaller numbers of units in the Central, Chula Vista, Sunnyslope and Homeview neighborhoods. New medium density residential development is proposed for a site near Twin Pines Park and a site on Davey Glen Road. Additional medium density residential development could occur in commercial or mixed use areas as noted in this plan. 2021

The 7.3 acre parcel on the south side of Davey Glen Road is presently zoned Planned Development specifying a maximum of 140 housing units. The property is currently undeveloped except for the large Davey home located near the eastern end. It is heavily wooded and very steep, cut lengthways by a deep canyon. Extensive grading and massive tree removal would be needed to construct 140 housing units on the site unless development occurs in very dense, high rise, clusters. Such grading and tree removal would be inconsistent with the goals and policies of this plan. Therefore, any development plan proposed for this property will be carefully evaluated, and permitted density adjusted as necessary to ensure consistency with the residential development goals and policies of this element. 2022

High Density Residential. The high density residential designation encompasses multiple family housing at a density of 21 to 30 housing units per gross acre. In Belmont, this land use consists mainly of apartment buildings up to five stories high with underground parking. High density residential use is related to the City's zoning as shown below: 2023

* See note on page 2- 6.

Land Use Designation Maximum Density (Units per Gross Acre)	Zoning* District Reference	Minimum Lot Size	Minimum Lot Area per Unit
up to 30	R-4	6,000 sq. ft.	1,450 sq. ft.

2024 Existing high density residential development occurs in the Carlmont, Central, Sterling Downs and Homeview neighborhoods. Additional high density housing may be provided as minor extensions of existing high density residential developments or in commercial areas as permitted by this plan.

COMMERCIAL AREAS

2025 Goals

1. To provide space for commercial activities in locations with good vehicular, bicycle and pedestrian access, available public services, adequate parking and compatible adjacent uses.
2. To promote commercial development which meets the needs of local residents for convenience goods and services and which is fiscally beneficial to the city.
3. To improve the attractiveness and functioning of existing commercial areas through such means as landscaping and design controls, and provision of adequate parking, sidewalks, bike paths and bike racks.
4. To provide opportunities for commercial employment in attractive, landscaped environments.

2026 Policies

1. Commercial and office uses should be located on or near major thoroughfares to discourage traffic in residential neighborhoods and should include sufficient off-street parking to prevent disruption of traffic flow on major streets.
2. Neighborhood commercial areas should be located and designed for convenient automobile, bicycle and pedestrian access by residents of the neighborhood to be served.
3. Any proposals for expansion or change in use in existing neighborhood commercial areas should be carefully evaluated to ensure compatibility of the commercial activity with adjacent residential uses.
4. General retail commercial uses should be concentrated in the Central Business District, the major commercial area in Belmont.
5. The City shall prepare a Central Business District plan to coordinate private and public efforts to achieve the following objectives:

* See note on page 2- 6.

- a. To create a community focal point with a lively and attractively designed mix of retail, office, governmental, cultural, entertainment, and housing uses.
 - b. To provide for concentration and intensification of general retail uses forming the core of the Central Business District.
 - c. To encourage uses such as legitimate theater and restaurants which attract people to the area after normal business hours.
 - d. To encourage location of professional and administrative offices on the perimeter or above sidewalk level of the Central Business District.
 - e. To explore opportunities for mixed use development, especially of senior citizen housing with retail uses.
 - f. To provide pedestrian connection between the Central Business District and Twin Pines Park by means of landscaped malls or other devices.
 - g. To assemble parcels of sufficient size to provide space for integrated groups of shops and related uses.
 - h. To provide adequate, conveniently located off-street parking.
 - i. To improve the attractiveness of the CBD through sign controls, consistent sidewalk and street furniture design, landscaping and encouragement of good building design.
 - j. To provide for convenient and safe movement of vehicles, bicycles and pedestrians within the Central Business District and between the Central Business District and adjacent areas.
 - k. To provide space for commercial uses which do not jeopardize the primary function of the Central Business District as a retail center.
 - l. To establish a workable ratio of office to retail uses in the Central Business District.
6. Highway commercial uses shall be permitted outside of the Central Business District only at already established locations along El Camino Real, Ralston Avenue east of El Camino Real, Old County Road and the U.S. 101/Ralston interchange. To avoid additional strip commercial development, businesses should be grouped, to the extent possible, and separated by landscaped open space/parking areas, offices or multiple family housing.
 7. Commercial uses should be encouraged as part of mixed use development of the land east of Bayshore Freeway and north of Marine World Parkway.

8. Office commercial areas should be located on or within 1/4 mile of a public transit route. Shuttle systems should be encouraged where public transportation cannot be provided.
9. Commercial office uses such as executive-administrative offices, light warehousing, storage and distribution shall be concentrated in the existing office area at Davis and, as secondary uses, in the industrial area east of the Southern Pacific tracks.
10. Office use in neighborhood commercial areas shall be controlled to protect the basic retail function and to limit traffic generation and parking demand.
11. Service commercial uses shall be restricted to designated areas along Old County Road north of Ralston Avenue. All reasonable efforts should be made to improve compatibility of such uses with adjacent residential uses.

Description

2027 Commercial areas accommodate a variety of business and service establishments which provide goods, services and employment opportunities to residents of the Planning Area. The intensity of commercial development is based on a ratio of floor area to site size. Space is allocated for parking and landscaping and, as necessary, buffer areas to minimize potential adverse effects of commercial uses on residential areas. Four categories of commercial use are established--Neighborhood Commercial, Highway Commercial, Office Commercial, and General Commercial-Central Business District. These categories are described below.

2028 Neighborhood Commercial. These commercial areas provide space for retail and service uses to serve residents of Belmont's neighborhoods. Neighborhood commercial areas in Belmont are the Carlmont Shopping Center serving the neighborhoods west of El Camino Real, the Sterling Downs shopping area (Bel Plaza and adjacent commercial uses) serving the neighborhoods east of El Camino, and the Belmont Plaza shopping area serving primarily the Central neighborhood. Additional neighborhood commercial uses may be included as part of mixed use development in East Belmont.

2029 Highway Commercial. Highway commercial uses are businesses depending on automobile traffic for customers such as service stations, motels, restaurants, auto parts and supply establishments, offices with a drop-in clientele, and a variety of retail businesses. Highway commercial uses are presently located along El Camino Real, along portions of Ralston Avenue east of El Camino, along Old County Road and at the U.S. 101/Ralston interchange. The plan limits highway commercial to these areas where the use is already established with the possible exception of a portion of the Mixed Use area near the Ralston/U.S. 101 interchange. Landscaped open space and parking areas and non-commercial uses are encouraged between the highway commercial uses whenever possible to break up the commercial

"strip" appearance. The appearance of the El Camino "strip" can be greatly improved by landscaping along the Southern Pacific tracks on the east side and, where possible, of the commercial sites on the east and west side.

Service Commercial. Service commercial areas are intended for repair shops, small warehouses, wholesale establishments, print shops and light manufacturing uses. Such uses are restricted to an area along Old County Road north of Ralston Avenue. Problems have occurred in this area with traffic circulation, parking and, especially, extension of the commercial uses down the predominately residential streets of Dale View Avenue, Mountain View Avenue and Marine View Avenue. An objective of this plan is to limit the service commercial area, wherever possible, to parcels fronting on Old County Road. The City will also explore possible ways of encouraging auto repair and related uses to locate on the west side of Old County Road as a means of reducing the land use conflicts on the east side of the street. 2030

Office Commercial. The major exclusive commercial office area in Belmont is the Davis Drive office complex. Additional office uses are permitted under the plan in the Central Business District, neighborhood and highway commercial areas, industrial areas and as a part of mixed use development in East Belmont. Office development typically entails heavy demand for parking space which is presently in very short supply in the City's commercial areas. Thus, it is very important that sufficient on-site parking be provided as a part of any new office development. For this reason, as well as because office use generates less revenue to the City than retail uses, conversion to office use of existing retail space is discouraged by the City. 2031

General Commercial-Central Business District. The Central Business District is the main general commercial area of the City. Bounded by Hill Street, El Camino Real, Broadway, Fifth Street and Twin Pines Park, the District contains a mix of retail, office, governmental, recreational and residential uses. The General Plan calls for preparing a Central Business District plan to determine effective means of enhancing the mixed use character of the CBD and integrating the mix of uses with strong pedestrian connections, consistent design of public and private improvements, and landscaping. The plan will identify changes needed to improve traffic circulation within the CBD and to increase available parking. 2032

Development of vacant parcels, particularly between Sixth Avenue and Twin Pines Park, should be controlled to improve the linkage between the cultural and governmental activities at Twin Pines Park and the retail uses to the north and east and to reorient the center of activity away from El Camino to the area around the intersection of Sixth Avenue and Ralston Avenue. 2033

New uses in the vicinity of Twin Pines Parks should reflect the artistic and cultural activities centered in the park. Uses such as book stores, art galleries, frame shops, antique shops, photography studios and music stores would be particularly appropriate. The use of exterior and interior murals, architectural scale sculptures, and landscaping should be especially encouraged in this area. 2034

- 2035 This artistic and cultural emphasis can be extended throughout the CBD through uses such as unusual or ethnic restaurants, coffee houses, small theaters and movie houses. Such uses will add vitality during evening hours, and further help to establish an identity for Belmont. Another use that might be appropriate would be an inn designed to reflect the architectural heritage of the community as expressed by the Manor Building in Twin Pines Park and Ralston Hall on the College of Notre Dame campus.
- 2036 City Hall is to remain within or near the Central Business District. As possible, all city offices would be consolidated in a single complex. In the event that city hall is relocated, the existing buildings should be used for retail and office activities which generate no more traffic or demand for parking than the existing use. The single family homes on the west side of Sixth Avenue are to be maintained and future use of City Hall site should be compatible with the residential character of this block of Sixth Avenue.
- 2037 Additional parking is needed to support expansion of general commercial uses in the Central Business District as well as to relieve pressure from commuter parking. An assessment district should be formed to address these problems. Parking lots, to the extent possible, should be located on the fringes of the District, leaving the central portion for more active, intensive land uses.

INDUSTRIAL AREAS

2038 Goals

1. To participate in the economy of the region by providing space for the production of goods and opportunities for employment.
2. To provide for limited industrial uses in selected areas east of the Southern Pacific tracks.
3. To control the type of industrial development to limit traffic, noise, water and energy consumption, air pollution, and risks to public health and safety.

2039 Policies

1. The City shall pursue annexation of the Harbor Industrial area.
2. New industrial development shall be regulated to protect residential neighborhoods from noise, air pollution, traffic congestion, safety hazards and visual blight.
3. Wherever possible, industrial uses should be separated from residential neighborhoods by landscaping, open space, major thoroughfares or commercial or office uses.

4. Industrial development should be permitted only in areas where access to major highways can be achieved without passing through residential neighborhoods.
5. Industrial areas should be well designed with adequate parking, loading facilities and landscaping.
6. Industrial buildings shall be designed to blend with the surroundings. All buildings and other site improvements shall be permanent and well-designed to reduce potential depreciation and obsolescence.
7. Storage and outdoor activity areas should be screened from view.

Description

The plan establishes two types of industrial uses. Light industrial areas, located in the Harbor Industrial area north of Harbor Boulevard and in East Belmont south of Marine World Parkway, are intended primarily for light manufacturing, processing, packaging and distribution. General industrial areas are primarily for manufacturing enterprises with administrative offices as an auxiliary use. Such uses are confined to the Harbor Industrial area south of Harbor Boulevard. The Harbor Industrial area, between the Southern Pacific tracks and Bayshore Freeway is within Belmont's sphere of influence but is unincorporated. The plan favors annexing this area to the City. However, this annexation should only be accomplished when it is found that the benefits of annexation outweigh anticipated City costs.

2040

PUBLIC FACILITIES AND SERVICES

Goals

2041

1. To provide facilities for essential public services including city administration, education, police and fire protection, water supply, sewage collection and treatment, storm drainage and utilities.
2. To ensure that public facilities are located, designed and operated in a way that enhances the quality of the City's residential character.
3. To provide public services at a level adequate to ensure public safety, health and welfare at the lowest possible cost.
4. To establish and maintain all essential public services and facilities in a manner that ensures continued operation in time of emergency.
5. To allocate the cost of providing public services to new development according to the general principle that properties benefiting from the services should bear the costs.
6. To permit private use of excess space in public schools only if such private uses are compatible with ongoing education activities and surrounding land uses, and consistent with the park and recreation goals and policies of this plan.

7. To design water, sewage and storm drainage systems to safely serve an ultimate population of about 28,000.

2042

Policies

1. All new power, telephone and cable television lines should be placed underground.
2. With the utility companies, the City will develop and implement a phased program to underground existing utility lines. Preference shall be given to the undergrounding of the overhead lines in established single family residential neighborhoods, in the Central Business District and along scenic roads. Wherever possible, undergrounding should be coordinated with other improvement projects.
3. All utility installations should be sited, designed, developed and landscaped so as to blend with the natural scenery of the area.
4. All utility installations should be located and designed to prevent disruption of service from identified geologic and flood hazards.
5. Utility systems--water, sewer, gas, and electric--should be designed for continuity of service and rapid restoration of service in case of damage to any part of the system.
6. Water supply systems must conform with established health and fire protection standards.
7. Storm drainage improvements shall be in accordance with the Storm Drainage Master Plan. A phased program shall be established and implemented for upgrading the storm drainage system over a reasonable time period.
8. All new development shall be served by sanitary sewers. As necessary in conjunction with new development, existing deficient sewer facilities shall be upgraded.
9. The City will support a solid waste management program which will assure adequate services, protect health, reduce waste generation, conserve energy and resources and protect the environment. Recycling programs should be encouraged and supported.
10. New approaches to land use and building design and construction that are water and energy efficient and minimize waste should be supported.
11. All reasonable steps will be taken to maintain police and fire protection services at or above their present levels. Any proposed land use or development that requires unusually high levels of police or fire protection should not be approved unless the user guarantees to pay the excess service costs.

12. New ways of funding community services and facilities should be explored including increased user fees and contributions from the private sector.
13. The City administrative offices should remain within or near the Central Business District and, in the long term, be consolidated in a single complex.
14. Funding for maintenance of existing public facilities should be budgeted at a level sufficient to protect the public's investment over the long term.
15. Meeting places for social and cultural interchange should be provided to serve the needs of local residents.
16. A community complex for governmental, cultural, recreational and social activities should be located in the Twin Pines Park area.
17. A center for senior citizen activities should be located in or near the downtown area at a site accessible by public transit and close to other services and public facilities.
18. Community use of existing public facilities should be optimized through cooperation with other public agencies, careful scheduling of activities, and structural modifications, if needed, to permit multiple uses.
19. The City shall cooperate with the Belmont School District and the Sequoia Union High School District to encourage community use of school facilities and shall continue to share the costs of maintenance and operation of facilities jointly used by the City and school districts.
20. The concept of "joint occupancy" of schools (i.e. education and compatible non-school uses) shall be supported as a means of retaining neighborhood-based elementary education and recreational facilities. Non-school uses shall be of a scale and intensity compatible with the public school and its neighborhood. The basic objectives of "joint occupancy" shall be as follows:
 - a. Maintenance and continued operation of neighborhood schools, including the public recreational uses at the schools, while allowing for the joint occupancy of vacant school property and buildings during periods of less than capacity enrollment.
 - b. Maintenance of the residential integrity of the public school neighborhood.
 - c. Involvement of community and neighborhood residents in determining the compatibility of any proposed joint occupancy with the primary school use.

21. While the City's primary policy is to preserve neighborhood-based elementary education, it does recognize that should enrollments continue to decline, local school districts may be forced to sell or lease in total one or more school properties in the City. The City will maintain liaison with the school districts to ensure early awareness of such a sale or lease. If it is found that the sale or lease cannot be avoided, alternative uses of the site or sites shall be permitted according to the following policies:

- a. Every effort (including City purchase if possible) shall be made to maintain public use of the outdoor recreation areas of the City's school sites. In neighborhoods presently deficient in neighborhood park acreage (See Table 7), changes in use of school sites should be permitted only if recreation areas are kept available for public use. If complete preservation of public recreational areas is not possible, the City will explore options for joint use, clustered housing or other uses to maximize the area available for public recreation.
- b. Any new zoning of school district property should take into consideration the land use of adjacent properties and the ability of the circulation system to handle anticipated traffic impacts.

Description

- 2043 The public facilities land use designation applies to areas used primarily for governmental and educational purposes. Facilities located in these areas provide services which are not usually provided by the private sector and are typically supported, at least in part, by the taxpayer.
- 2044 Public agencies providing services and operating facilities in Belmont include:
- City of Belmont--provides local government services typical of a California General Law city from several City owned facilities.
 - Belmont County Water District--supplies water to Belmont, the Harbor Industrial area and part of San Carlos, with offices and water storage tanks located in Belmont.
 - South County Fire District--provides fire protection to Belmont, San Carlos and the Harbor Industrial area from two fire stations in Belmont and administrative offices and two additional stations in San Carlos.
 - South Bayside System Authority provides sewage treatment for several cities including Belmont at a plant in Redwood Shores. The City of Belmont operates its own sewage collection system.
- 2045 The passage of Proposition 13 and related measures in California has placed severe constraints on the ability of local governments, school districts,

other local special districts to provide services and facilities to meet public needs. The General Plan assumes that local fiscal resources will continue to be limited throughout the planning period. Thus, no major new public facilities are planned and the central issue will be how to finance adequate levels of public services. However, two issues affecting land use -- the possible relocation and/or consolidation of City administrative services and the use of excess school space -- will be important during the planning period. These issues are described below.

Relocation/Consolidation of City Administrative Offices. City administrative offices are presently housed at several locations. City Hall and the main administrative offices are on Fifth Avenue at Broadway; the Departments of Engineering and Public Works offices are on Sem Lane east of U.S. 101; and the Police Department and Department of Parks and Leisure Services offices are in Twin Pines Park west of Sixth Avenue. In the short run, this decentralization of City offices is likely to continue. However, in the long term, consolidation of City administrative offices is desirable. If the City administrative offices are relocated, the present City Hall site could be reused, possibly with a combination of commercial and office uses.

2046

Use of Excess School Space. All of the public schools serving Belmont residents are expected to be used at levels significantly below capacity for at least the first half of the planning period. Table 6 lists capacity and recent enrollment figures for the seven schools within the Belmont School District and Carlmont High School. As of October 1981, total enrollment in the six elementary schools was less than one half of total capacity. The School District has chosen to deal with the problem of declining enrollment with an innovative program of leasing excess space within the schools for other purposes rather than by closing and disposing of entire school sites. The plan calls for continuing this approach, but recognizes that at some point, one or more schools may have to be closed.

2047

The use of excess school space and possible disposal of entire school sites are important land use issues. In some cases, the school grounds provide the only recreational facilities for entire neighborhoods and loss of these areas would have a severe impact on the character of the neighborhoods. It is also important that non-school uses permitted on surplus sites or in excess space be compatible with surrounding uses and consistent with the goals and policies of this plan.

2048

A planning process has been started to establish appropriate joint uses for each school site. The City is cooperating with the Belmont School District in this process. However, if a school site is no longer to be used as a school, it must be rezoned by the City before it can be used for other than school purposes. Any such rezoning must be consistent with the policies set forth in this plan.

2049

Another issue related to the Belmont School District is the use of the district administrative office building located on Hallmark Drive. The plan recognizes the existence of this school facility, but finds that the most appropriate use of the site is low density residential. Relocation of the offices to a school site is encouraged.

2050

Table 6
School Capacity and Enrollment
1981-82

<u>School</u>	<u>Capacity (# of Students)</u>	<u>Enrollment Oct. 2, 1981</u>	<u>Percent of Capacity</u>
Barrett K-6	500	177	35.4
Central K-6	425	290	68.2
Cipriani K-6	675	213	31.6
Fox K-6	550	277	50.4
McDougal K-6	450	145	32.2
Nesbit K-6	<u>550</u>	<u>403</u>	<u>73.3</u>
SUBTOTAL	3,150	1,505	47.8
 Ralston Intermediate	 775	 610	 78.5
Carlmont High School	<u>2,100</u>	<u>1,469</u>	<u>70.0</u>
TOTAL	6,025	3,584	59.5%

INSTITUTIONS

Goals

2051

1. To accommodate private institutions which provide educational, religious, cultural, health and charitable services to members of the community.
2. To ensure that institutional uses are designed and operated in a manner that preserves and enhances the character of Belmont's residential neighborhoods.

Policies

2052

1. All institutional uses should be served directly by major collector or arterial roads.
2. All institutional uses should be located and designed to be compatible with the residential character of the surrounding neighborhood. In particular, compatibility of uses in terms of traffic generation, parking, and noise shall be ensured prior to the establishment of any new institutional use or expansion of an existing use.
3. Residential institutional uses (e.g. nursing homes and other care facilities) should be limited to a density of population compatible with adjoining residential areas.
4. The College of Notre Dame should be encouraged to prepare a long range plan for use and development of its site which addresses such matters as preservation of historic buildings and visually important open spaces and which describes anticipated expansion of facilities.
5. The College of Notre Dame should be encouraged to provide on-site housing for faculty and students to help reduce local housing shortages and number of automobile trips to and from the campus.
6. Land west of Twin Pines Park, partially occupied by the Belmont Hills Psychiatric Center should be used for a combination of open space and medical uses consistent with the natural site characteristics and visual importance of the site to the community.

Description

Institutional land use accommodates facilities which provide educational, cultural, religious, health and related services to the community and, in some cases, to a larger service area. Institutions may be nonprofit or profit making and sometimes receive public financial support. However, their main sources of funding are private and their policies are not formed by publically elected officials.

2053

2054 Institutional facilities in Belmont include several private schools, major places of worship, two convalescent hospitals, a Jewish Community Center, and several charitable and cultural organizations. The College of Notre Dame and Belmont Hills Psychiatric Center are institutions which occupy large, centrally located, and visually prominent sites. The open spaces on these sites are important community resources, and potential expansion or modification of existing uses could have significant impact on the character of the Ralston Avenue corridor.

2055 The General Plan proposes that the City and the College of Notre Dame maintain a cooperative, working relationship to deal with potential land use issues as they arise. The plan also designates all three parcels partially occupied by the Belmont Hills Psychiatric Center as institutional. The intent of this designation is to permit limited expansion of the existing medical use of the site, perhaps including the addition of medical offices. However, the City desires to maintain as much of the site as possible in open space, especially the visually prominent hillsides to the south and areas within the scenic corridor of Ralston Avenue. Any further development of the property should preserve the views from Ralston Avenue and conserve the open character of the site.

MIXED USE DEVELOPMENT

2056 Goals

1. To permit integrated and creative development of the land in East Belmont north of Marine World Parkway in a combination of public and private uses.
2. To protect the sensitive ecological environment of the Baylands.
3. To enhance opportunities for water related recreation.
4. To increase the City's tax base and enhance housing opportunities.
5. To adapt the type, location and intensity of development of the area to the natural and manmade features and constraints and opportunities of the site and surrounding lands.

2057 Policies

1. The City shall seek the coordinated development of the land in East Belmont in a mix of uses including water related recreation, sports facilities, housing, offices and other commercial activities.
2. Land adjacent to O'Neill and Belmont Sloughs shall be preserved in its natural state, to the extent possible, to protect the functions of the sloughs as drainage channels and fish and wildlife habitats.
3. The City shall support the continued existence of a Sea Scout facility and, as appropriate, other facilities for public enjoyment of the Bay and water oriented recreation.

4. Public access to the Bay along Belmont Slough shall be provided in any development plan.
5. A public community sports complex, consisting mainly of athletic fields, shall be an integral part of any development plans for land in the area.
6. The City shall explore the option of exchanging or leasing some or all of its Marina Park land for other privately owned land in the area that is suitable for athletic fields in order to achieve environmentally and economically sound development of the entire mixed use area.
7. Approval of private development of any part of the mixed use area shall be contingent on reasonable access and circulation in conformity with the goals and policies of the Circulation Element of this plan.
8. Structures should be located and designed to minimize the impact of noise. Mitigation measures such as noise barriers, may be necessary to bring noise levels within City standards as established in the Noise Element.
9. All structures in the area shall be designed, sited and constructed based on thorough soils and geologic engineering evaluations of site conditions and in conformance with the goals and policies of the Seismic Safety - Safety Element of this plan.
10. A consistent set of design standards shall be established and applied to all new development in this area to ensure a unified and attractive overall site appearance.

Description

The area proposed for mixed use development is composed of about 68 acres. The City of Belmont owns about 23 acres which are partially used for Little League, 4-H and Sea Scout activities; the other 45 acres are privately owned and accessible only through the City property. The area is diked and filled marshland, part of which has been used as a sanitary land fill. The area lies between O'Neill and Belmont Sloughs and between Foster City and Marine World - Africa USA. Development of the area is limited by problems of access, noise, sensitive wildlife habitats, soils and geologic conditions, flooding and drainage, and possible risks from methane gas leaking from the old sanitary land fill.

2058

The General Plan calls for a mix of open space, recreation, housing, office and commercial uses on the site. A community recreation area would be incorporated into any development plan. The intensity of use, location of structures, mix of uses, and circulation system would be determined after thorough environmental analysis of the site, surrounding conditions, and development alternatives. The most significant issues that will affect

2059

appropriate density include traffic access and flow (both on-site and off-site street conditions and capacities), physical site conditions, and relationships to adjoining properties. The City will coordinate review of any development plans with appropriate representatives of other affected public agencies, including adjoining jurisdictions and adjoining property owners, to ensure, as reasonable, a plan that is in concert with the plans of neighbors.

- 2060 Community recreational facilities shall include lighted baseball, softball and soccer fields. Support facilities shall include restrooms, concession booth and off-street parking. Opportunities to include other recreational facilities such as a public running trail, par course, trails and paths providing access to the sloughs, and a marina should be explored. Retention of the 4-H facility in or near the area would be desirable if it is found to be compatible with other uses in the mixed use area.

PARKS AND RECREATION

- 2061 The goals, policies and descriptions that follow are primarily concerned with lands and facilities within the City that provide opportunities for active recreation. For the most part, areas that offer passive recreational opportunities and visual enjoyment are considered in the open space section of this element and are not described here. In addition, scenic roads and pathways serve recreational functions but because these facilities are important parts of the circulation system they are described in the Circulation Element of this plan.

2062 Goals

1. To provide recreation areas for community and neighborhood use, conveniently located and properly designed to serve the needs of the residents of the community.
2. To cooperate with public and private organizations in developing facilities and programs for recreational activities.
3. To preserve and enhance existing parks, recreational areas and facilities to serve the neighborhood and community needs to the maximum extent possible.
4. To expand opportunities for active recreation in existing community parks.

2063 Policies

1. The City shall cooperate with the Belmont School District and Sequoia Union High School District to retain school playgrounds throughout the City for use as community and neighborhood recreation areas.
2. Neighborhood recreation facilities should be incorporated into development plans approved for acreage properties in the San Juan, Western Hills and Davey Glen areas.

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2. Neighborhood recreation facilities should be incorporated into development plans approved for acreage properties in the San Juan, Western Hills and Davey Glen areas.

3. As possible and appropriate, park dedication fees should be used to provide small park sites in neighborhoods presently deficient in neighborhood recreation facilities.
4. Hallmark and Carlmont Parks should be developed for active recreation.
5. Twin Pines Park should remain largely in its natural state used for walking, nature study, and other forms of passive recreation. More intensive activities will continue to be centered at the Lodge and meadow areas.
6. Development east of the Manor House area shall be designed to strengthen pedestrian and functional links between the intensive use area of Twin Pines Park and the Central Business District.
7. Access, circulation and parking at Twin Pines Park will be addressed in considering proposals for any additional development in the park, in the area containing the Manor House and Rebec Hall and in the privately owned area east of the park.
8. Waterdog Lake Park should remain as a natural area within the City with pedestrian and bicycle access for activities such as hiking, fishing and picnicking. Improvements will be limited to those needed to support these activities and which cause minimum disruption of the natural environment.
9. A community wide sports and recreation facility including athletic fields and possibly a sea scout facility shall be incorporated into development of the mixed use area in East Belmont.
10. The City should seek cooperative arrangements with private institutions, such as churches and schools, for public use of indoor and outdoor recreational facilities during times when they are presently unused.
11. To the extent possible, volunteer activity and private financial resources should be used in combination with public funds for acquisition, maintenance and operation of recreation facilities. In addition, the provision of private recreational facilities to serve the community should be encouraged.

Description

About 150 acres of park and recreation land, or about six acres per 1000 people, are developed and actively used by the citizens of the community. Commonly used park standards call for 3.5 acres of neighborhood park land per 1000 people and 5.0 acres of community wide park land per 1000 people for a total park need of 8.5 acres per 1000 people. The City presently falls short of this standard by about 50 acres. The plan accepts the need for additional parks, but also recognizes that physical conditions, existing development and ownership patterns constrain the public ability

2064

to achieve the standards on a neighborhood by neighborhood basis. Thus, although the City will seek opportunities to meet recreational needs through increasing park acreage, it will focus attention on achieving more creative use of available space and facilities, especially at the neighborhood level.

- 2065 Neighborhood Parks. Table 7 lists the existing and proposed neighborhood park and recreation areas in the City. It shows 45.2 acres of existing neighborhood recreational land. Based on the standard of 3.5 acres per 1000 people, Belmont is deficient in neighborhood parks by about 40 acres. Opportunities to redress this deficiency are limited because the most severe lack of neighborhood parks occurs in neighborhoods with little or no undeveloped land suitable for park purposes. In addition, declining school enrollment raises the possibility that one or more elementary schools will be closed. Elementary school playgrounds account for about 70 percent (31.2 acres) of all neighborhood recreational land in the City and, in many neighborhoods, are the only significant recreational areas.
- 2066 In several neighborhoods, recreational opportunities are provided or augmented by community parks or facilities, to some extent mitigating the lack of neighborhood recreational space. Considering both neighborhood and community parks and recreation areas, the neighborhoods north of Ralston and west of El Camino and between El Camino and U.S. 101 are the most seriously deficient in park land. The most significant opportunities to provide additional recreation space in these neighborhoods are in the San Juan Canyon and Davey Glen areas.
- 2067 Community Parks. Table 8 lists the community parks in Belmont. It shows about 115 acres devoted to community park use. According to the standard of 5.0 acres of community park land per 1000 people, about 123 acres would be needed. This is only eight acres more than presently available. Recognizing the constraints to land acquisition, this is considered a minor deficiency. This deficiency should be resolved mainly through more intensive use of existing facilities, and when possible and appropriate, acquisition of additional land.
- 2068 The General Plan calls for retaining the existing community wide recreation lands. Provision of additional facilities at any of the parks or recreation areas will be undertaken as funds are available. Potentially the greatest challenge facing the City is to develop means to preserve or replace recreational facilities at Ralston or Carlmont in the event that one or both of these schools must be closed.
- 2069 The General Plan is flexible regarding the size and exact location of the Marina Park Complex. The City may wish to trade all or part of the present park site for other land in the area to better meet its park and recreation objectives. The provision of recreation facilities in the East Belmont area may be best accomplished through cooperative public and private efforts involving planned development of the entire area.

Table 7
Existing and Proposed Neighborhood Recreation Facilities

<u>Neighborhood</u>	<u>1980 Population</u>	<u>Facility</u>	<u>Recreation Area Acres</u>	<u>Acres Needed*</u>	<u>Surplus (Deficiency) Acres</u>	<u>General Plan Proposals</u>
Sterling Downs	2,945	Mae Nesbit Alexander	6.2 1.3	10.3	(2.8)	Use park dedication fees to create pocket parks, where possible. Maintain recrea- tion use of Nesbit School.
Homeview	820	O'Donnell	2.0	2.9	(0.9)	
Central	3,546	Central School	4.5	12.4	(7.3)	Use a portion of the vacant area on Davey Glen Road for passive recreation. Maintain recreation use of Central School.
		College View	0.3			
		Wharton	0.3			
Country Club	3,214	Barrett School	2.7	11.2	(8.5)	Maintain recreation use of Barrett and Cipriani Schools. Use park dedication fees to create small parks when oppor- tunities occur.
Cipriani	4,489	Cipriani School (including Cipriani Park)	5.5	15.7	(10.2)	
Plateau/ Skymont	1,301	None	-	4.6	(4.6)	Provide recreation areas in the San Juan Canyon area as part of major developments

Table 7
Existing and Proposed Neighborhood Recreation Facilities (continued)

<u>Neighborhood</u>	<u>1980 Population</u>	<u>Facility</u>	<u>Recreation Area Acres</u>	<u>Acres Needed*</u>	<u>Surplus (Deficiency) Acres</u>	<u>General Plan Proposals</u>
Hallmark	1,946	Fox School	7.8	6.8	7.7	Develop Hallmark Park for active recreation.
		Fox Tot Lot	0.5			
		Hallmark Park	5.2			
		Wakefield	1.0			
Carlmont	3,051	Belameda	3.0	10.9	(7.9)	Acquire and develop 10 acre Carlmont Park for active recreation.
Western Hills	439	Carlmont Summit	0.1	1.5	(1.4)	Incorporate recreational facilities in any development plans for the Western Hills.
Chula Vista	1,208	McDougal School	4.5	4.2	0.3	Maintain recreation use of McDougal School.
Sunnyslope	1,541	Rebec	0.3	5.3	(5.0)	
<u>TOTAL CITY</u>	<u>24,500</u>		<u>45.2</u>	<u>85.8</u>	<u>(40.6)</u>	

* Based on standard of 3.5 acres per 1000 people as reported in De Chiara and Koppelman, Planning Design Criteria, 1969.

Table 8
Community Recreation Facilities

<u>Facility</u>	<u>Acres</u>	<u>General Plan Proposals</u>
Marina Park	20.5	Incorporate Sea Scout Base and sports complex into any development plan for the East Belmont area. Location and acreage to be determined at time of approval of development plan for area.
Waterdog Lake	50.5	Maintain as a largely passive recreation area with trails, fishing and picnicking.
Twin Pines Park	19.6	Emphasize development of cultural facilities on eastern portion with strong links to Central Business District. Keep area shown as Park on General Plan Diagram in natural state with trails, picnic areas.
Ralston Intermediate School	11.0	Cooperate with Belmont School District to improve and maintain facilities for community recreational use.
Carlmont High School	13.5	Cooperate with Sequoia Union High School District to ensure continued public recreational use.
<u>Total</u>	<u>114.6</u>	

OPEN SPACE

2070

Goals

1. To designate and protect open space lands for the preservation of scenic areas, views, trees, natural drainage channels and plant and wildlife habitats; for the managed production of natural resources; for outdoor recreation; for protection of historical and cultural resources; for public health and safety and for structuring urban development.
2. To provide opportunities for the enjoyment of natural beauty, solitude and relief from the pressures for urban life.
3. To actively pursue all sources of funding to acquire open space lands.
4. To actively explore various methods including, but not limited to, regulation, full acquisition, transfer of development rights, and less than fee purchase for protecting open space resources.
5. To establish priorities for the acquisition and protection of open space lands.
6. To provide open space areas as separations between incompatible land uses.

2071

Policies

1. In any land development project, the basic visual character of the Planning Area should be conserved through project design.
2. All major visual features, such as ridgelines and steep valley sides, should be preserved through regulation or public acquisition of fee title or lesser interest.
3. Areas hazardous to the public safety and welfare should be retained as open space. Areas that fall into this category include:
 - a. Hillside generally over 30 percent slope.
 - b. Fault zones - bands on either side of known fault traces sufficient to include lands of probable ground rupture.
 - c. Areas of geologic instability.
 - d. Flood hazard areas.
4. Open space along Belmont Creek and Belmont and O'Neill Sloughs should be protected from encroachment through conservation easements, public acquisition of streambanks and other appropriate devices which will help preserve them in an essentially natural state.
5. A variety of vistas should be provided and preserved ranging from the small enclosed private views to the more distant views shared by many people.

6. Areas and sites of historical and archaeological significance should be identified and, as appropriate, preserved or commemorated.
7. Landscaped open spaces should be included in new developments, especially in commercial areas and along streets and pathways.
8. Measures should be taken to improve the visual quality and safety of pedestrian ways along roads.
9. As appropriate, the City shall seek funds for open space preservation from federal, state and county governmental agencies and from private sources.
10. Sources of local funding for acquiring and maintaining open space should be explored such as tax overrides, transfer tax, bond issues, and special fees.
11. In the Western Hills and San Juan Canyon areas, development shall be clustered to the maximum extent possible with the majority of the land retained in open space.
12. The City shall explore opportunities to obtain easements to establish a trail system linking residential areas to open space lands, schools, parks and commercial areas.
13. The City should establish a program to identify and protect heritage trees on both public and private property.
14. The City shall prohibit off-road motorized vehicle use of open space areas to prevent environmental damage.
15. The City should work with citizens to establish priorities for open space preservation.
16. Open spaces should be provided as possible to separate incompatible uses, especially single family residential use from commercial and industrial uses.

Description and Action Program

This portion of the Land Use-Open Space Element provides a framework for the preservation of open space within the Planning Area. If the open space character of Belmont is to be preserved, both public and private efforts are essential. Open space proposals are included in other portions of this Land Use-Open Space Element and in other elements of the General Plan and are only referenced here. Open space is defined as all of the space above the surface of the earth or water which is not occupied by structures or manmade impervious surfaces. Open space, therefore, is essentially three-dimensional. It is given definition by buildings and other structures, land forms, and prominent vegetation.

2072

The concept of three-dimensionality is particularly important in open space planning for Belmont because of the wide variations in topography. Hillside, valleys and the Bay plain are emphasized in this element with policies to protect and enhance the open spaces in these areas and the quality of views to and from these areas.

Belmont is fortunate in its location within regionally significant open spaces. To the east lies San Francisco Bay and spectacular views from many hillside areas within Belmont. To the southwest are San Francisco Watershed lands, permanently preserved as open space. Trails in the Western Hills area provide pedestrian access to these extensive open spaces. To the north lies Sugar Loaf Mountain. Most of the mountain visible from Belmont will be preserved as open space. Open space lands within Belmont complement and extend this regional open space setting.

The General Plan Diagram shows large areas in the Western Hills and San Juan Canyon, the bird sanctuary in East Belmont, the Belmont and O'Neill Sloughs and a strip along El Camino north of Ralston Avenue as open space. In addition, the plan calls for preserving as open space, wherever possible, a corridor along Belmont Creek. Additional open space will be provided as part of large scale development to preserve visually prominent ridgelines, steep slopes, natural drainage channels, wildlife habitats, and significant stands of trees.

A system of large and small open spaces is proposed to maintain and enhance the environmental and visual quality of the community. The system includes general open space and open space lands as described below.

General Open Space. The general open spaces in the Planning Area to be preserved and protected are:

1. Air Space Over the City. This is the pervasive open space that, in a strict sense, includes all open spaces. However, for the purposes of the action program, this component of the open space system is considered to be a residual -- that is, all open space other than that included in the more specific proposals set forth below.

Air space is important to health and safety, providing light, air, sunshine, and privacy. It is also essential to the enjoyment of views and scenic beauty.

Actions:

- a. Air space should be protected through zoning regulations controlling building height, bulk and lot coverage.
- b. Regulations to preserve solar access should be incorporated into subdivision and zoning regulations.
- c. Specific controls should be established to protect views to and from the hillsides, especially governing the siting and stepping of structures on hillsides to protect the cross-canyon views.

2. Visual Corridors. The open space qualities of selected streets are significant to the visual character and form of the City. The visual quality of the Ralston Avenue, Alameda de las Pulgas, and El Camino Real corridors is of particular importance to the City.

Actions:

- a. Maintain and improve the open space and visual qualities of the designated street and rights-of-way.
- b. Establish and implement a program to plant and maintain street trees.
- c. Underground utilities along designated streets.
- d. Establish criteria and standards for street lighting and street furniture.
- e. Review landscaping standards for improving street scenes in commercial and industrial areas.
- f. Establish standards for landscaping parking areas especially along the east side of El Camino Real.

3. Open Spaces in Residential Areas. Yards and landscaped areas in the City's single family residential neighborhoods are an extremely significant form of open space as are the open space areas provided as part of multiple family or townhouse development.

Actions:

- a. Adhere to minimum lot sizes and set back requirements in approving new residential development.
- b. Encourage clustered residential development of unsubdivided residential land to preserve as much open space as possible.

4. Open Spaces in Commercial, Industrial, Institutional and Mixed-Use Areas. Open spaces in these areas provide space for off-street parking, places for employees, customers, and clients to relax and converse, and visual separation of uses. These open spaces are not necessarily beautiful, but with care in location and design, provide visual variety in the City's more intensively developed areas.

Actions:

- a. Define open space requirements for commercial, industrial and institutional uses.
- b. Establish standards for landscaping of parking lots and rights-of-way in commercial, industrial and institutional areas.

Open Space Lands. Open space lands are defined in Section 65560 of the State Government Code as any land or water area which is essentially unimproved, and devoted to an open space use including preservation of natural resources, managed production of resources, outdoor recreation and public health and safety. Open space lands are shown on the General Plan Diagram. Almost all of these lands serve more than a single open space function.

1. Western Hills. A major portion of the Western Hills is designated open space. The open space consists largely of steep land between the Hallmark and Hastings Drive residential areas. This area has been dedicated or acquired as permanent open space except for a large parcel west of Hastings Drive. Dedication of this parcel as open space is tied to implementation of the Concept Plan for Planned Developments 531 and 532 involving the development of 308 townhouses clustered on land east of Hastings Drive. The open space serves to define the urban area, reduce risk from geologic hazards, protect views and wildlife habitats, and provide space for passive outdoor recreation.

Actions:

- a. Continue to seek permanent dedication of the remaining unacquired or uncommitted open space land in the Western Hills as specified in the existing Planned Development zoning.
- b. Provide for public access to dedicated open space lands maintained by Homeowners Associations in the Western Hills.
- c. Prohibit access to the open space lands in the Western Hills by off-road vehicles to prevent erosion, noise, disruption of habitats and other adverse impacts.

2. San Juan Canyon. Unsubdivided parcels in the San Juan Canyon area are designated as open space. In general, these areas are without adequate street access and public services. Most of the land is over 30 percent slope and some is geologically unstable. The open spaces are important elements in the natural drainage for the entire San Juan Canyon area. In addition to landslides and erosion hazards, wildfires are a potential hazard in this area. The plan allows for clustered residential development in these open spaces. Development should be designed to retain a majority of the land in its natural state. In particular, unstable slopes, slopes over 30 percent, natural drainage ways, stands of trees, and visually prominent ridge tops should be retained in open space.

Actions:

- a. When fiscally possible, evaluate the larger parcels in the San Juan Canyon area to identify the specific locations to be protected as open space.

- b. Explore means of protecting the most significant open space resources of the Canyon on a permanent basis.
3. Baylands Bird Sanctuary and Sloughs. The open space areas shown in East Belmont are linked by the sloughs to San Francisco Bay. The sloughs are important as drainage channels, fish and wildlife habitats and for water related recreation. The bird sanctuary is an open space area serving as a habitat for birds and other marsh wildlife.

Actions:

- a. Preserve open space corridors along O'Neill and Belmont Sloughs as part of mixed use development in East Belmont.
 - b. Control location and design of structures and construction activities to protect the habitat function of the Bird Sanctuary.
4. El Camino Real. The General Plan Diagram shows an open space strip along the east side of El Camino north of Ralston. Much of this area is used and will continue to be used for parking for train commuters. The open space designation signifies the need for landscaping and landscape maintenance to enhance the visual quality of this major transportation corridor.

Actions:

- a. Seek assistance from Southern Pacific, Caltrans and other sources (e.g., a parking assessment district) to improve the appearance of this area.
5. Undesignated Open Spaces. In addition to the open space areas shown on the General Plan Diagram, some open spaces are expected to be provided as an adjunct of new development. Many of the institutional uses in Belmont incorporate significant open space as recognized in the institutional land use policies. City parks, especially Waterdog Lake and Twin Pines Park are planned as natural parks and serve as open space for outdoor recreation.

Actions:

- a. Preserve open space land which serves one or more open space functions in new developments.
 - b. Encourage major institutions in the community to maintain visually prominent, heavily wooded, or steep portions of their land in open space.
6. Park and Recreation Areas. These areas provide open space for outdoor recreation and are described in the recreation portion of the Land Use and Open Space Element.

7. Scenic Highways. These routes provide open space for outdoor recreation and are described in the Circulation Element.
8. Trails and Paths. These routes provide open space for outdoor recreation and are described in the Circulation Element.

CIRCULATION ELEMENT

Purpose and Relation to Other Elements

The Circulation Element describes facilities for the movement of people and goods within and through the Planning Area. It is strongly related to the Land Use-Open Space Element because it establishes the spatial characteristics of the transportation system; including streets, highways, rail service, transit, bicycle and pedestrian facilities, and parking facilities needed to serve the planned land uses. Transportation facilities are also themselves an important use of land occupying about 14.5% of the 2,750 acres in Belmont's Planning Area. Incorporated into this Circulation Element are the provisions for conserving the visual qualities of the scenic streets and highways in the Planning Area. 2079

Goals

2080

1. To provide a transportation system consistent with the residential, small city character and physical setting of Belmont.
2. To accommodate each mode of transportation on a route designed and located to provide for the enjoyment and safety of the individual and to cause minimum interference with adjacent uses of land.
3. To protect and enhance those highways and roadways which, together with their adjacent corridors, are endowed with special scenic qualities.
4. To route through vehicular traffic around, rather than through, residential neighborhoods.
5. To encourage the provision of public and private transportation facilities and services for the benefit of Planning Area residents, and to reduce the dependence on the automobile for travel.
6. To support improvement of north-south mass transit service.
7. To provide additional off-street parking in the Central Business District.
8. To promote energy efficiency in meeting transportation needs.
9. To limit truck and other heavy traffic to the level necessary to reasonably serve local business and industry while minimizing disruptive effects on residents, businesses and the functional organization of the community.
10. To provide a system of hiking and riding trails, pedestrian paths, bicycle paths and lanes to:
 - a. provide recreation, particularly scenic, quiet, leisurely neighborhood walks and rides;

- b. furnish easy access to trails from individual properties;
- c. permit safe, pleasant travel among parts of the community;
- d. connect local areas within the City to through trails and paths and regional trail and path systems;
- e. create opportunities for nature and conservation education.

2081

Policies--Trafficways

1. No new major thoroughfares are needed to serve the growth and development anticipated in the plan. The changes to the existing system will be primarily to maintain and improve existing facilities to ensure safety and reasonable convenience of use.
2. Through traffic should be routed to streets on the periphery of residential areas to the maximum extent possible.
3. When it is determined that through traffic is adversely affecting a residential area, reasonable actions should be taken to re-route the traffic or otherwise reduce the traffic or mitigate its effects.
4. All arterials, major collectors, collectors, and minor streets (as defined in this element) should be public streets.
5. Streets and roads should be designed for safe travel at moderate speeds and for low maintenance costs.
6. Street and road improvement standards, including rights-of-way, pavement width and grade, should provide for reasonable safety and recognize variations in local physical conditions.
7. New roads and improvements to existing roads should be designed to minimize visual and environmental impacts.
8. Arterials and major collectors should have rights-of-way of sufficient width to permit planting of trees and shrubs to provide a substantial buffer between the roadway and adjoining properties, particularly through residential areas.
9. New streets and roads should be located, designed and landscaped to preserve the beauty of the area, prevent erosion, and help shield residents from noise and air pollution. To the extent possible trees and vegetative cover should be retained and grading should be minimized.
10. New stop signs, traffic signals or other means of traffic control should be installed only where necessary to ensure safe use of a roadway or intersection by automobiles and pedestrians.

11. Through commercial and industrial truck traffic shall be restricted to arterial streets. In particular, truck traffic to and from the Harbor Industrial area shall be diverted from local streets in the Homeview neighborhood.
12. Pedestrian and bicycle crossings should be designated at appropriate locations with adequate sight distance and clearly distinguished signs and lane markings.
13. All traffic entering arterials or major collector streets should be controlled by stop signs, channelization or other appropriate devices.
14. The City should continue discussions with the state to encourage improvements along El Camino Real including the addition of landscaped median strips and left-turn stacking lanes. Widening of El Camino Real should be supported only when absolutely necessary based on traffic volumes and adequate plans to protect the properties along the roadway.
15. The City should encourage Caltrans to improve the visual character of the U.S. 101 corridor.
16. Traffic entering U.S. 101 southbound should be encouraged to use the Harbor Boulevard on-ramp to relieve congestion at the Ralston Avenue/U.S. 101 interchange.
17. Belmont will cooperate with neighboring cities to minimize the impacts of intercity traffic.

Policies--Public and Private Group Transportation

2082

1. The City should encourage the development of the El Camino Real and Southern Pacific rights-of-way as a major intercity transportation corridor to accommodate mass transit as well as automobile, bus, and bicycle movement.
2. Public transit on regular schedules should be provided along El Camino Real, arterial streets and, as possible, major collectors. Services to increase the mobility of the aged and handicapped who depend on public transportation should be provided.
3. Commuter buses, van pools and other forms of private transit should be encouraged or required, where appropriate, especially in conjunction with major new industrial or commercial development.
4. The establishment of commuter park and ride stations should be encouraged. Such stations should be located and improved to have minimum impact on adjoining uses.
5. The City shall encourage improvement of bus routes and schedules to provide transportation to commuter trains, local school and recreational facilities without infringing on quiet neighborhoods.

2083 Policies--Scenic Streets and Highways

1. To preserve and enhance scenic corridors, the City should establish design standards to:
 - a. Control the siting, height and design of new structures within scenic corridors.
 - b. Reduce grading to a minimum in any development within the corridors.
 - c. Control removal of existing trees and shrubs, to revegetate graded areas and to screen objectionable views.
 - d. Acquire wider rights-of-way or scenic (conservation) easements where necessary to ensure preservation of scenic areas immediately adjacent to roads.
 - e. Establish a systematic program for undergrounding overhead utility wires.
2. Special design and landscaping features should be established for visually important entrances to the City including the Ralston Avenue, Alameda de las Pulgas and El Camino Real entrances.
3. Views from Ralston Avenue of the hillsides and canyons of the western hills, Sugarloaf Mountain and the steeply sloped, wooded canyons in the San Juan area should remain unobstructed.
4. Landscaping to screen unsightly areas within scenic corridors but outside the public rights-of-way should be encouraged.
5. The City will cooperate with the County to establish a consistent approach for scenic conservation in the County's Scenic Roads System.

2084 Policies--Parking

1. Additional off-street parking should be provided in the downtown area through direct public purchase and development of land for parking facilities, formation of a parking assessment district, strict enforcement of existing parking requirements for new commercial, office and residential development, and/or other appropriate approaches.
2. No new non-residential use shall be permitted unless adequate off-street parking and loading spaces can be provided. Standards for off-street parking and loading shall be reviewed and revised as needed for all non-residential uses.
3. Non-residential property owners along Old County Road shall be encouraged to obtain and develop joint use off-street parking areas to serve existing businesses and anticipated new development. Such parking areas should be landscaped or fenced or otherwise screened from adjoining residential uses.

4. Limited handicapped parking and wheelchair access should be provided at all new public facilities and businesses.
5. In residential areas, the intensity of use shall not be increased unless adequate off-street parking is provided. Standards shall be reviewed for off-street parking in residential areas and standards established for the use of public rights-of-way for residential off-street parking.
6. Control of 24 hour on-street parking in established residential neighborhoods will be exercised only where necessary to ensure public safety (e.g. reasonable sight distance, fire truck access, garbage collection and maintenance of public facilities). On-street parking controls shall not be exercised solely for the purposes of improving traffic flow.

Policies--Sidewalks, Trails and Pathways

2085

1. Public sidewalks shall be required in conjunction with all new non-residential development. Sidewalks in the CBD shall be of special design.
2. Public sidewalks shall be installed in all new residential developments except in areas where construction of sidewalks would be incompatible with existing development and/or require excessive grading or tree removal. In such cases, adequate roadway shoulders, or alternative trails and pathways shall be provided to ensure the safety of pedestrians and bikers.
3. The City shall maintain and encourage use of the existing system of main and neighborhood bike routes. Bike lanes or pathways shall be incorporated into the circulation system of any new subdivision.
4. The system of pathways providing access to the open space areas in the Western Hills and the San Francisco Watershed shall be preserved and maintained and pathways shall be developed to provide access to the Bay.
5. Bicycle and pedestrian paths should be provided within scenic corridors wherever possible.
6. A detailed plan shall be prepared and implemented for a comprehensive off-street trails and paths system in the City. The plan shall include standards for trail location, alignment and construction to achieve the following objectives:
 - a. Disturb the natural terrain and vegetation as little as possible
 - b. Provide a variety of experiences for users
 - c. Provide convenient, safe passage

- d. Minimize intrusion on privacy in residential areas
- e. Encourage use without incurring excessive maintenance costs
- f. Align trails along streamsides to parallel but not intrude into riparian vegetation or actual stream channels.

Description--Trafficways

2086 The street system within Belmont consists of freeways and highways, arterials, major collectors, collectors and minor streets. The system is structured around arterial streets designed to carry large volumes of traffic around, rather than through, residential, commercial and industrial districts. The arterials are fed by collector streets which collect traffic from minor streets within each of the districts. Usable road width, sight distance and travel speed generally increase as one moves from minor streets to wider, higher volume traffic carriers.

2087 The general standards for pavement and right-of-way widths are listed below. Local conditions, especially topography, may necessitate modification of these standards. Detailed standards for street improvements are set forth in the City's subdivision regulations and street standard specifications.

<u>Street Category</u>	<u>Pavement Width</u>	<u>Right-of-way Width</u>
Freeway and State Highway	Established by State	
Arterial	48' - 64'	84' - 100'
Major Collector	36' - 40'	60'
Collector	36' - 40'	60'
Minor	24' - 36'	50'

2088 Freeways and Highways. Three freeways pass through or near the Belmont Area: U.S. 101, Interstate 280 and State Route 92. U.S. 101 and Interstate 280 are major north-south links between the cities of San Francisco and San Jose. State Route 92 is an east-west connection between these two freeways, and also provides access to the San Mateo County Coastside and the East Bay via the San Mateo Bridge. The California Division of Highways would be responsible for any modifications in alignment or interchange areas of the freeways. The plan assumes that no major changes in alignment will occur. However, redesign of the U.S. 101/Ralston Avenue interchange might need to be considered in conjunction with significant new development in the East Belmont area. Such improvements will have to be coordinated with development east of 101 in adjoining cities, particularly Redwood City.

El Camino Real (State Route 82) is an intercity traffic carrier which runs parallel to the Southern Pacific Railroad tracks. El Camino Real presently carries four lanes of traffic. No additional traffic lanes are proposed for the time period of this plan. The City will continue to work with the state to develop plans for a landscaped median strip along El Camino with left turn stacking lanes at major intersections. The plan also supports efforts to improve the appearance of the El Camino right-of-way through landscaping, sign controls, and attention to the design of new and remodeled structures. Landscaping is especially needed along portions of the east side of El Camino and in conjunction with the development of the few vacant parcels along the west side.

Arterial Streets. Arterial streets comprise the major network of streets within the community. Arterials link residential, commercial and industrial areas with the freeways and highway system, provide access to other transportation facilities, and serve as emergency service and evacuation routes, especially in the event freeways or highways are blocked. Arterials are typically 2 to 4 lane streets with controlled parking and restricted access to adjacent parcels.

Arterials in Belmont are:

<u>Arterials</u>	<u>Lanes</u>	<u>Pavement Width</u>	<u>Right-of-way Width</u>
Ralston Avenue	2 - 4	48' - 64'	84' - 100'
Alameda de las Pulgas	2 - 4	20' - 48'	50' - 70'
Old County Road (South of Ralston)	2	64'	84'
Harbor Boulevard	4	75'	100'
Industrial Way	4	64'	84'

RALSTON AVENUE. This street is the only east-west arterial through Belmont. It connects U.S. 101 with State Route 92 and Interstate 280 and intersects most other arterials in the City. The roadway is four lanes from State Route 92 to Alameda de las Pulgas and from South Road to U.S. 101. From Alameda de las Pulgas to South Road, there are two traffic lanes with a center lane used for two-way left turns.

Ralston Avenue west of Alameda de las Pulgas is a county-designated scenic road. It is designated by Belmont as a scenic road throughout its length. The plan places high priority on protecting the scenic character of Ralston Avenue. Roadway intersection modifications are to be limited to those essential for traffic safety.

- 2093 ALAMEDA DE LAS PULGAS. The Alameda from Ralston Avenue to the San Carlos City boundary is a four-lane road with on-street parking at some points. From Ralston Avenue to the San Mateo City line, Alameda is a narrow, two-lane road lined with single family homes. The Alameda has sufficient capacity to carry traffic volumes anticipated during the time frame of the plan and, therefore, no major street improvements are proposed.
- 2094 OLD COUNTY ROAD. Old County Road is a two-lane, north-south arterial serving residential, commercial and industrial development east of the Southern Pacific Railroad tracks. From Ralston Avenue south to Harbor Boulevard, it serves as an arterial and is so designated on the Plan Diagram. The street provides access to numerous parcels; driveways and entering-exiting traffic restrict both traffic flow and on-street parking. Improvements needed to relieve existing and anticipated traffic congestion include increasing off-street parking and limiting access to the extent possible. If on-street parking were eliminated, the road could accommodate four lanes of traffic. However, the present development pattern presents a formidable obstacle to providing off-street parking convenient to the various businesses. Additional landscaping and improvements in building design are needed to improve the overall character of the route.
- 2095 HARBOR BOULEVARD. This four-lane street with parking on both sides connects El Camino Real to the Bayshore Freeway. It carries traffic to and from the Harbor Industrial area and has adequate capacity for existing and anticipated traffic volumes.
- 2096 INDUSTRIAL WAY. This four-lane road connects Harbor Boulevard with the industrial areas to the south and provides access to properties within the Harbor Industrial area. The capacity of Industrial Way should be adequate throughout the planning period.
- 2097 Major Collector Streets. Major collectors are designed to carry through traffic from local traffic generators (schools, employment and shopping centers) and minor streets to arterials. They are generally two-lane streets with restricted cross traffic. Major collector streets in Belmont are:

<u>Major Collectors</u>	<u>Pavement Width</u>	<u>Right-of-Way Width</u>
Carlmont Drive	40'	60'
Chula Vista Drive	25' - 45'	55' - 60'
Cipriani Boulevard	24'	50'
Hallmark Drive	40'	60'
Hastings Drive	32'	50'
Hiller Street	40'	60'
Notre Dame Avenue	24' - 40'	40' - 60'
Old County Road (north of Ralston)	64'	84'
Sixth Avenue/O'Neill	40'	60'

No new major collector streets or substantial improvements to existing major collectors are proposed in this plan. However, the City may acquire additional right-of-way or pavement width, if necessary, to meet the standards of this plan or to mitigate the traffic flow and parking problems along Old County Road described above. 2098

Collector Streets. Collector streets carry traffic from a portion of a neighborhood or a particular traffic generator. Collectors are two-lane streets with characteristics similar to the major collectors. Collector streets in Belmont are: 2099

<u>Collectors</u>	<u>Pavement Width</u>	<u>Right-of-way Width</u>
Dale View	34'	54'
Masonic	34'	54'
Waltermire	28'	50'
Davey Glen	40'	50'
Hillman/North/Ruth	22' - 32'	40' - 50'
Emmett	36'	50'
Sixth (South of Ralston)	30'	40'
San Juan	24'	50'
Christian/Marsten	24' - 32'	50'
Lake Rd. (Carlmont to Lyall)	31'	50'
Continentials	40'	60'
Marine View	34'	54'
Middle	24'	40'
Hillman/Mills	24'	50'
Arbor	18'	40'
Harbor/Molitor (from Paloma South)	20'	40'
Hillcrest	28'	50'
Shoreway	40'	60'
Lyall	32'	50'
Davis	40'	60'

Under this plan, Valerga Drive would be extended with a 50 foot right-of-way as a collector street to serve future development in the Western Hills, and Shoreway Road would be extended with a 60 foot right-of-way as a collector street to serve future development in the East Belmont neighborhood. Some collectors in the Central Business District may require widening to implement plans to improve circulation and parking in the downtown area. The right-of-way and pavement widths of any new collectors should meet the standards of this plan. 2100

Minor Streets. Minor streets provide access to abutting property. They are designed to discourage through traffic and are an important element in community design providing a framework for building location. Additional minor streets will be needed in Belmont to provide access to new development, particularly in the Western Hills and East Belmont areas. Also, alignment and configuration of the system of minor streets in the San Juan area needs to be determined. An important aspect of the San Juan area circulation system will be the identification of through road connections, either open or restricted to emergency use, to insure secondary access in times of emergency. 2101

- 2102 Road Conditions and Traffic Flow. Previous studies of road conditions, and traffic flow at intersections have been used to establish phased programs for improvements to the street system. These efforts and programs shall continue and be expanded or modified as appropriate based on changing conditions.
- 2103 A number of streets have been identified that are substandard with respect to curbs and gutters, width and pavement condition, or which are presently unimproved. Construction of curbs and gutters is required for new development in areas lacking these improvements, primarily in the Central and Country Club neighborhoods. An ongoing phased street overlay program will improve pavement condition and extend the life of existing streets.
- 2104 Old County Road, Masonic Way, Waltermire Street, Emmett Street, Arbor Avenue, Lake Road, Molitor Road, Shoreway Road and portions of Notre Dame Avenue and Sixth Avenue, have been identified as substandard in width. Many of these streets cannot be widened without severe disruption to adjacent uses or unacceptable loss of parking capacity. Widening of all or portions of these streets should occur only when and if necessary for safe movement of traffic. Decisions regarding the future of the unimproved roads in the San Juan area will be made following evaluation of physical conditions and possible development patterns in this area.
- 2105 This plan also recognizes the fact that many of the existing streets in residential areas are curving, narrow and have traffic flow and sight distance problems due to inadequate access to adjoining private property, on-street parking, or other local conditions. When deemed necessary for public safety by engineering data and analysis, special restrictions or improvements may be employed to address local problems.
- 2106 Peak hour traffic volumes were established at 25 major intersections in Belmont in March 1979 (TJKM Transportation Consultants). The information was used to determine the existing level of service at each intersection. The levels of service as defined in the Highway Capacity Manual are:
- A Free flow
 - B Stable flow
 - C Stable flow (acceptable delay)
 - D Approaching unstable flow (tolerable delay)
 - E Unstable flow (congestion; intolerable delay)
 - F Forced flow (jammed)
- 2107 All intersections were judged to provide level of service A or B except the intersections of Ralston Avenue with Alameda de las Pulgas (D), Notre Dame Avenue (D), Sixth Avenue (C), El Camino and Old County Road (both presently C but approaching D). Congestion at these intersections is not expected to

worsen significantly with full development in accord with the General Plan. Changes in signalization and left turn stacking will be explored to maintain or improve existing service levels as needed; however, changes in alignment or configuration of the intersections will be considered only in cases where traffic safety is impaired. The City's residents choose to accept some inconvenience in the form of slow traffic movement through these intersections in order to preserve the scenic character of Ralston Avenue.

Description--Public and Private Group Transportation

Public and private transportation facilities provide for the movement of goods and people generally along fixed routes and on a fixed schedule in contrast to the circulation system of roads for private automobiles and trucks which permits random movement. Belmont is served by rail, bus and air transportation. Rapid transit, long studied for the Peninsula, is unlikely to be implemented during the time period of this plan. 2108

Rail. Rail service to Belmont consists of the Southern Pacific Railroad line from San Jose to San Francisco. Caltrans is now operating passenger service on the line and the City supports the continued operation of this service. A significant portion of Belmont residents work in San Francisco or north San Mateo County and many commute by rail. The Belmont depot, located near Ralston, east of El Camino is accessible by automobile or bus. As patronage increases, car or van pooling, bus or other means of transportation to the depot will be encouraged to avert excessive demand for parking spaces. Rail spur lines serve the Harbor Industrial area southeast of the City. 2109

Public Bus. The San Mateo Transit District (Samtrans) provides intercity bus service to all of the cities of Bayside San Mateo County. Local service is available to most parts of Belmont and commuter service is available via express routes along Bayshore Freeway. The Transit District has assumed the commute function of the Greyhound Line within the County. 2110

Air. The San Mateo County Airport at San Carlos is a general aviation facility located southeast of the City. The airport is primarily oriented to private planes used for business and pleasure. For commercial flights Belmont residents use the San Francisco International Airport and the Oakland Airport. San Francisco International Airport can be reached by Belmont residents by private vehicle and by Samtrans bus. 2111

Private Ground Transportation. Some private carriers (e.g. Patchett Bus Service) have been created to help meet the public need for group transportation. The City encourages such private services. Also, the City supports and where appropriate will require, that business and industry provide car or van-pooling for their employees. 2112

Description--Scenic Streets and Highways

- 2113 A description of the major scenic roads within or in the vicinity of Belmont is provided below.
- 2114 Junipero Serra Freeway (Interstate Route 280). This freeway extends from San Francisco to San Jose passing just west of the Belmont City limits. Designated by some as the world's most beautiful freeway, Interstate 280 offers panoramic views of the Bayside and the San Francisco watershed property. The highway was designed to blend with its natural surroundings, and two of its bridges have won national awards for excellence of design. This road is included in the State Master Plan for scenic highways.
- 2115 J. Arthur Younger Freeway (State Route 92). In San Mateo County this freeway extends from the Alameda County line in the center of San Francisco Bay to the Junipero Serra Freeway (11.4 miles) passing just north of Belmont. From the apex of the San Mateo bridge, 160 feet above the deep water channel, the traveler has an unsurpassed sweeping view of the Bay and the Bayside cities from San Francisco to Palo Alto, against the background of the Skyline ridge. Through San Mateo the elevated freeway presents a view of the surrounding urbanization. From the Alameda de las Pulgas, the road climbs into the foothills and open space beyond.
- 2116 Alameda de las Pulgas. This intercity street is located between Crystal Springs Road in San Mateo and Woodside Road in Redwood City (9.1 miles). The Alameda is an urban street which passes through the cities of San Mateo, Belmont, San Carlos and Redwood City. This foothill road traverses diverse residential areas, crosses wooded creeks, and offers panoramic urban and Bay views from vantage points along the route. Within Belmont, it is a narrow tree-lined residential street from the San Mateo City line to Ralston Avenue. South of Ralston Avenue it widens to four lanes, passing shopping, residential and educational facilities. It is a locally designated scenic road.
- 2117 Ralston Avenue. This route is located between Bayshore Freeway (U.S. 101) and the J. Arthur Younger Freeway (4 miles). Ralston Avenue ascends the eastern foothills of Belmont and connects Bayshore Freeway with Polhemus Road. Only the portion between Alameda de las Pulgas and Polhemus Road is included in the County Scenic Roads System. The section between Bayshore Freeway and Alameda de las Pulgas is a locally designated scenic highway. Exceptional views of San Francisco, the Bay and Bayside communities are visible from the roadside. From Bayshore Freeway to El Camino Real, the road passes through commercial and residential areas. From El Camino Real to Alameda de las Pulgas, the facility is a two-lane, tree-lined residential road. From the Alameda, the road widens to four lanes as it climbs to the crest of the foothills adjacent to the San Francisco watershed property.

Description--Parking

- 2118 Additional off-street parking is needed in the commercial areas along Old County Road and in the Central Business District. Options to provide space

for this purpose will be defined in preparing a specific plan for the Central Business District and through cooperative efforts with land owners along Old County Road.

Many lots in the Central, Country Club and Cipriani neighborhoods lack provisions for off-street parking resulting in hazardous traffic flow conditions and hazards to pedestrians due to cars parked on the street. Off-street parking is required in new residential development, but solving the parking problems in older, fully developed neighborhoods is constrained due to existing physical conditions and ownership pattern. As opportunities arise from remodeling, rebuilding or other modifications to the existing development pattern, appropriate new off-street parking will be required. Also, some areas presently used for on-street parking may have to be eliminated or restricted to ensure traffic and pedestrian safety consistent with the policies of this plan.

2119

Description--Sidewalks, Trails and Pathways

Provision for pedestrian movement is an important part of the circulation systems. Sidewalks and paths are needed to permit safe walking within and between neighborhoods. Safe means of walking to schools and parks are especially important. Sidewalks are required in all new residential developments. However, in steep portions of the Western Hills, Belmont Heights and San Juan neighborhoods, paths composed of permeable materials may be more appropriate both to reduce surface water runoff and the width of right-of-way required for circulation.

2120

Trails presently follow the Belmont Creek Canyon through the Western Hills neighborhood providing access to the San Francisco watershed property. The General Plan call for development of a detailed trails plan to extend the community pathway system throughout open space areas of the Western Hills and the San Juan Canyon areas. The trails plan should define public access to the banks of Belmont Slough and pathway connections to the recreation facilities in the City.

2121

A well-defined, interesting pedestrian connection is needed between the retail uses of the Central Business District and the cultural-recreational uses at Twin Pines Park. This should be developed in conjunction with development of lands adjacent to the park. Also, residential lands south of the park should have pedestrian access to the park through the property commonly known as Twin Pines Parcel No. 3. Routes should be established, as possible, to serve the Sunnyslope Avenue and Paloma Avenue areas.

2122

A Bike Route Plan was adopted for Belmont and is included by reference as part of this General Plan. The Bike Route Plan designates main and neighborhood routes. Two regional bike trails are located outside of the City limits to the west in the San Francisco watershed property and to the east through Redwood Shores. The two regional systems as well as the main bike route through Belmont are consistent with the San Mateo County bikeways plan.

2123

Standards for designation and construction of main and neighborhood bike routes in Belmont are those adopted by the California Department of Transportation. In general, the bike route designations in Belmont consist of signing and roadway striping to provide separate bike lanes. Bike paths separated from automobile traffic will continue to be provided whenever possible.

Part 3 – Elements of Community Quality

PART 3 - ELEMENTS OF COMMUNITY QUALITY

This part of the General Plan contains the Noise, Seismic Safety-Safety, Conservation and Housing elements as required by state law. These elements are grouped because they all deal with characteristics of community development other than its location. Together, the goals and policies of these elements help to define the quality of Belmont's natural environment and physical development.

3000

NOISE ELEMENT

Purpose and Relation to Other Elements

Noise, often at obtrusive levels, is part of the modern suburban environment. Cars, airplanes, trains, lawn mowers, chain saws, model airplanes and a myriad of motorized devices create noise of varying intensity and duration which produces effects on people ranging from slight annoyance to impairment of health. The Noise Element identifies major sources of noise in the community, records noise levels and their effects and contains goals and policies to minimize the adverse effects of noise. The Noise Element is closely related to the Land Use-Open Space, Circulation and Housing elements.

3001

Goals

3002

1. To ensure that continuous ambient noise levels throughout the community are compatible with land uses and activities.
2. To establish standards relating land uses to noise levels.
3. To review proposals for changes in land use and occupancy to ensure compatibility with noise standards.
4. To mitigate existing noise problems in the community.

Policies

3003

1. A noise ordinance shall be adopted.
2. Proposed changes in land use and occupancy shall be evaluated for compatibility with the noise environment. Table 10 and Figure 8 of this element will be used to assess compatibility. The following interpretation of Table 10 will apply:
 - a. No land use shall be approved in an area where the noise level renders the use clearly unacceptable.
 - b. If the noise level renders a proposed use conditionally acceptable or normally unacceptable, an acoustical study shall be undertaken and noise mitigation measures required, as necessary, to reduce the noise to normally acceptable levels for the use.

- c. Unless mitigation can be assured, no land use should be approved where the noise level renders the use normally unacceptable.
3. No new land use should be approved which generates a noise level above 65 dBA on adjacent residential property.
4. Any expansion or change in flight patterns of the San Carlos Airport that will cause noise levels in Belmont to exceed City standards shall be opposed.
5. Use of carpooling, bike paths, and public transportation to reduce the level of automobile traffic shall be encouraged.
6. Off-road vehicles shall be prohibited in areas designated on the General Plan diagram as open space and parks.
7. The City should provide information to businesses and homeowners to assist them in noise abatement efforts.

Description

- 3004 Belmont is generally a quiet community. However, in certain areas noise is an existing and potential problem. The following discussion describes the sources of noise, noise sensitive land uses, standards relating land uses to noise levels, existing and projected exposure to noise, and possible measures to reduce present and future noise levels.
- 3005 Sources of Noise. The most pervasive sources of noise in Belmont are automobile and truck traffic and inadequately mufflered motorcycles and dirt bikes. Other sources with more localized impact include trains, airplanes and industrial activities.
- 3006 AUTOMOBILE AND TRUCK TRAFFIC. Traffic noise is most intense along Bayshore Freeway, Industrial Way, Harbor Boulevard, Old County Road, El Camino Real and Ralston Avenue. Figure 7 shows the existing noise level contours along these traffic corridors (including the Southern Pacific tracks). Noise levels are expressed in decibels on the A scale exceeded ten percent of the time (L_{10}). The highest noise levels (over 80 dBA) occur along Harbor Boulevard and Industrial Way within the Harbor Industrial district. Noise levels exceeding 75 dBA have been recorded along Bayshore Freeway, the El Camino-Southern Pacific-Old County Road transportation corridor, Alameda de las Pulgas south of Ralston and parts of Ralston Avenue west of the Alameda. Noise levels attenuate to below the 65 dBA level over a short distance in the Ralston and Alameda corridors. The noise affected corridors are significantly wider along Bayshore Freeway and the El Camino-Southern Pacific-Old County Road corridors.
- 3007 MOTORCYCLES AND DIRT BIKES. Noise levels from motorcycles and dirt bikes have not been measured in Belmont. The most severe problem is caused by off-road motorcycle riding in the open space areas of the Western Hills. Because the area is generally quiet and intended for passive recreation and

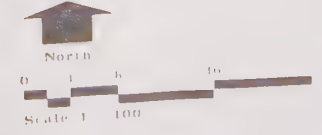


EXISTING NOISE LEVELS

TO OBTAIN THE APPROXIMATE Ldn OR CNEL VALUE SUBTRACT 3 dBA FROM THE L10 CONTOUR VALUE.

Source: Martin-Carpenter Associates

1. METHODS USED TO DETERMINE CONTOURS ARE BASED ON FEDERALLY APPROVED METHODS - REFERENCE A) NATIONAL COOPERATIVE HIGHWAY RESEARCH REPORT NO. 117
2. FHWA DEPARTMENT OF TRANSPORTATION REPORT NO. DOT-TSC-FHWA-72-1 & 72-2
3. CONTOURS SHOWN ARE VALUES GIVEN IN DECIBELS (A SCALE) EXCEEDED 10% OF THE TIME (L10), UNLESS OTHERWISE NOTED.
4. TRAFFIC VOLUMES FOR EXISTING CONDITIONS ARE BASED ON 1973 STATUS FOR STATE HIGHWAYS AND 1975 ADT FOR CITY STREETS AND MOST RECENT TRUCK COUNT. TRAFFIC VOLUMES FOR FUTURE TRAFFIC PREDICTION ARE BASED ON 1990 AND 1995 DEMAND VALUES.
5. ATTENUATION NOT CONSIDERED FOR BUILDINGS, WALLS OR OTHER STRUCTURES OUTSIDE THE HIGHWAY R/W. VARIATIONS DUE TO LOCAL TRAFFIC NOISES EMANATING FROM OUTSIDE THE HIGHWAY R/W ARE ALSO NOT CONSIDERED. ATTENUATION CONSIDERED FOR MAJOR BARRIERS ADJACENT TO CITY STREETS.
6. CONTOURS ARE SUBJECT TO A RANGE OF ± 3 dBA.
7. CONTOURS PURSUANT TO SECTION 65302(a) OF CALIFORNIA STATE GOVERNMENT CODE.
8. NOISE LEVELS PRODUCED BY THE SAN MATEO COUNTY AIRPORT AT SAN CARLOS WERE PROVIDED BY THE SAN MATEO COUNTY AIRPORT LAND USE COMMITTEE AND ARE GIVEN IN COMMUNITY NOISE EQUIVALENT LEVELS (CNEL).
9. NOISE CONTOURS ARE SHOWN IN INCREMENTS OF 5 DECIBELS CONTINUED DOWN TO 55 dBA, FOR AREAS INVOLVING HOSPITALS, REST HOMES, LONG-TERM MEDICAL OR MENTAL CARE, OR OUTDOOR RECREATION, THE CONTOURS ARE CONTINUED DOWN TO 45 dBA WHERE POSSIBLE.



BELMONT
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FIGURE 7

peaceful enjoyment of natural beauty, vehicle noise is particularly noticeable and disruptive. The Environmental Protection Agency and the state have both established noise standards for new on- and off-road motorcycles and state law requires that motorcycles and dirt bikes be equipped with mufflers. However, even if these standards were fully enforced, the noise levels from these sources would still exceed that normally acceptable for open space and outdoor recreation uses.

3008 TRAINS. Passenger and freight service on the Southern Pacific tracks contributes to the noise levels ranging from 75 dBA to 65 dBA in the El Camino-Southern Pacific-Old County Road transportation corridor as shown in Figure 7. Based on the number of trains operating in 1978, the average noise levels along a "typical" stretch of track in San Mateo County are:

<u>Distance From Track in Feet</u>	<u>Noise Level on the L_{dn} or CNEL Scale in dBA</u>
100	76
200	73
400	67
800	61
1600	55

Source: Martin-Carpenter, 1979

3009 AIRPLANES. Parts of Belmont east of El Camino Real are impacted by noise from air traffic using both San Francisco International Airport and San Carlos Airport. Flights bound for San Francisco International Airport occasionally use an approach pattern over the City of Belmont, however, this occurs infrequently and is not considered a major problem. Flights from San Carlos Airport affect noise levels primarily in East Belmont. Figure 7 shows the noise levels from air traffic at San Carlos Airport in CNEL contours (about 3 dBA lower than the L₁₀ contour values). Noise levels between 55 and 60 dBA from airport operations occur in the Harbor Industrial district and extend into the East Belmont area designated for mixed use development on the General Plan diagram.

3010 INDUSTRIAL ACTIVITIES. Belmont's industrial activities are concentrated in the Harbor Industrial district. This area is impacted by traffic, train and airplane noise. No data have been gathered to determine if, and to what extent, the industrial operations contribute to the ambient noise level in the area.

- Noise Sensitive Land Uses. Noise sensitive land uses in Belmont which are partially exposed to noise levels exceeding 60 dBA include Ralston Intermediate School, Carlmont High School, Barrett and Central Elementary Schools, the College of Notre Dame, Belmont Hills Psychiatric Center and a convalescent hospital near Hill and Sixth Streets. 3011
- Noise Standards. Standards governing the emission of noise have been established and are enforced by various state and federal agencies. The U.S. Environmental Protection Agency Office of Noise Abatement and Control establishes noise standards for transportation sources. The U.S. Department of Transportation enforces the standards pertaining to trucks and railroads and the Federal Aviation Administration enforces standards pertaining to air traffic. The California Vehicle Code establishes motor vehicle noise emission limits which are enforced by the California Highway Patrol. Noise emissions from construction equipment are regulated by the Environmental Protection Agency and the California Occupational Safety and Health Act. 3012
- As a local government, the City of Belmont has limited control over the sources of noise affecting the community. Its primary role is to ensure that land uses and occupancies are compatible with the noise environment and that building regulations provide for adequate insulation or other measures to maintain acceptable levels of interior noise and that changes in land use or occupancy do not unreasonably increase existing noise exposure. 3013
- The effects of noise on people vary depending on the situation and on the loudness, duration and frequency content of the noise. Table 9 gives examples of the noise levels generated by selected sources and the typical effect of the noise on people. As shown in Table 9, noise can be considered "intrusive" at levels above 60 dBA and begins to impair hearing, with sustained exposure, at 70 dBA. Public actions to reduce the impact of noise generally focus on noise levels over 60 dBA (65 dBA on the L₁₀ scale). 3014
- In determining the compatibility of land uses with the noise environment, Belmont will be guided by the relationships shown in Table 10. When a change in land use is proposed in an area with an existing or projected L₁₀ noise level of 65 dBA or greater, an acoustical study should be required to determine appropriate measures to reduce the noise impact. For new development, this is usually done as part of the required environmental evaluation. In applying this provision, the City will use the map showing projected noise levels (Figure 8). This map shows L₁₀ contour values down to 65 dBA along transportation corridors and to 60 dBA or lower where existing uses are noise sensitive. The noise levels are based on traffic projections to the period 1990 to 1995. The map was compiled by Martin-Carpenter Associates in the mid-1970's and is the best source of noise information presently available for the City. 3015
- No new industrial, commercial, institutional or public facility land use should be approved which will increase the L₁₀ noise level above 65 dBA at 3016

Table 9. Sound Levels and Human Response

	NOISE LEVEL	RESPONSE	HEARING EFFECTS	CONVERSATIONAL RELATIONSHIPS
CARRIER DECK JET OPERATION	150		CONTRIBUTION TO HEARING IMPAIRMENT BEGINS	
	140	PAINFULLY LOUD LIMIT AMPLIFIED SPEECH		
	130			
JET TAKEOFF (200 FEET)	120			
DISCOTHEQUE AUTO HORN (3 FEET) RIVETING MACHINE	110	MAXIMUM VOCAL EFFORT		
JET TAKEOFF (2,000 FEET) GARBAGE TRUCK	100			SHOUTING IN EAR
N.Y. SUBWAY STATION HEAVY TRUCK (50 FEET)	90	VERY ANNOYING HEARING DAMAGE (8HRS)		SHOUTING (AT 2 FEET)
PNEUMATIC DRILL (50 FEET) ALARM CLOCK	80	ANNOYING		VERY LOUD CONVERSATION (AT 2 FEET)
FREIGHT TRAIN (50 FEET) FREEWAY TRAFFIC (50 FEET)	70	TELEPHONE USE DIFFICULT		LOUD CONVERSATION (AT 2 FEET)
	60	INTRUSIVE		LOUD CONVERSATION (AT 4 FEET)
AIR CONDITIONING UNIT (20 FEET)	50	QUIET		NORMAL CONVERSATION (AT 12 FEET)
LIGHT AUTO TRAFFIC (100 FEET)				
LIVING ROOM BEDROOM	40			
LIBRARY		VERY QUIET		
SOFT WHISPER (15 FEET)	30			
	20			
BROADCASTING STUDIO		JUST AUDIBLE		
	10			
	0	THRESHOLD OF HEARING		

SOUND LEVELS IN DECIBELS (dB) ARE CALCULATED ON A LOGARITHMIC BASIS. AN INCREASE OF 10 DECIBELS REPRESENTS A 10-FOLD INCREASE IN ACOUSTIC ENERGY WHILE AN INCREASE OF 20 DECIBELS CORRESPONDS TO A 100-FOLD INCREASE IN ACOUSTIC ENERGY. HOWEVER, THE HUMAN EAR ALSO WORKS LOGARITHMICALLY. HENCE, OUR PERCEPTION OF THE NOISE INCREASE (LOUDNESS) WORKS IN SUCH A WAY THAT EACH 10 dB INCREASE IN SOUND LEVEL IS PERCEIVED AS APPROXIMATELY A DOUBLING OF LOUDNESS. THE NOISE PRODUCED BY A HEAVY TRUCK (90 DECIBELS), FOR EXAMPLE, SEEMS TWICE AS LOUD AS AN ALARM CLOCK (80 DECIBELS), BUT FOUR TIMES AS LOUD AS FREEWAY TRAFFIC (70 DECIBELS). THE WEIGHTED A SCALE APPROXIMATES THE FREQUENCY RESPONSE OF THE HUMAN EAR BY PLACING MOST EMPHASIS ON THE FREQUENCY RANGE OF 1,500 TO 6,000 HERTZ. SOUND LEVELS MEASURED USING A-WEIGHTING ARE OFTEN EXPRESSED AS dBA. THE CHART AT RIGHT SHOWS HOW SOUND INTERFERES WITH SPEECH.

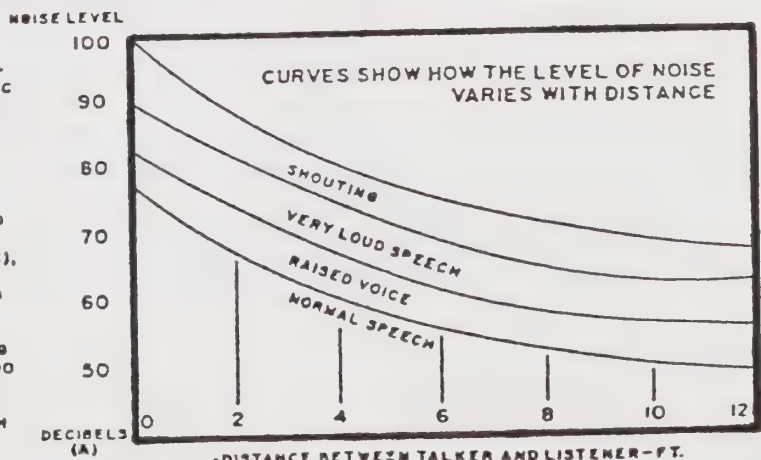
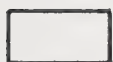
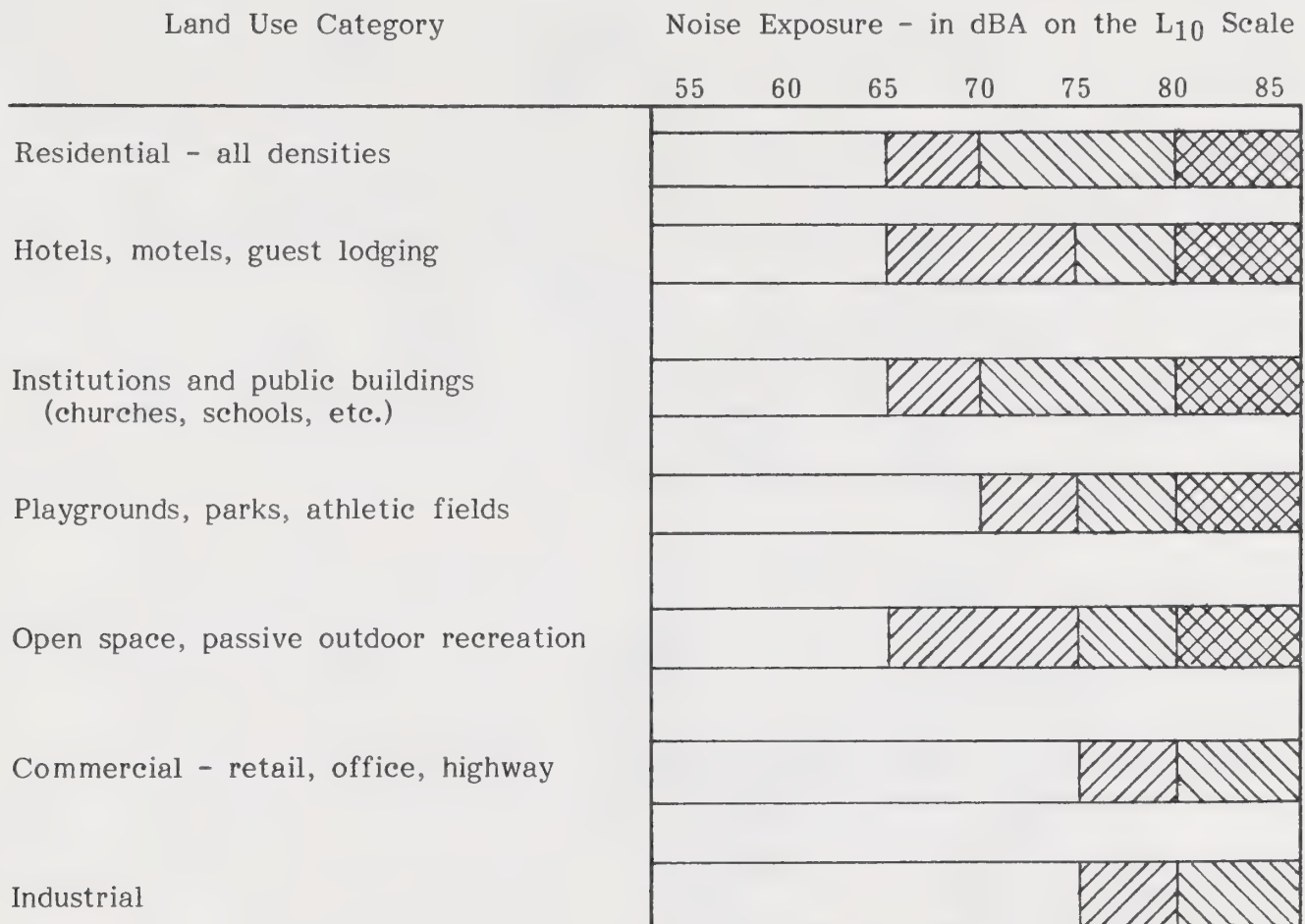


Table 10

Land Use Compatibility with Noise Levels



Normally Acceptable

Land use is satisfactory. Buildings can be of conventional construction, without special noise insulation requirements. Indoor and outdoor environments will be pleasant.



Conditionally Acceptable

New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice. Outdoor environment will seem noisy, but tolerable.



Normally Unacceptable

New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design. Outdoor areas must be shielded.



Clearly Unacceptable

New construction or development should generally not be undertaken. Construction costs to make the indoor environment acceptable would be prohibitive and the outdoor environment would not be usable.

Source: California Office of Planning and Research, Guidelines for the Preparation and Content of Noise Elements of the General Plan, 1976. Modified to reflect Belmont's land uses and preference for a quiet environment. Noise exposure changed from CNEL to L₁₀ Scale to be compatible with noise data shown in Figures 7 and 8.

the perimeter of the property where it adjoins a parcel planned, zoned or used for residences. In most cases, noise levels can be kept within this standard through appropriate design and mitigation at the source.

- 3017 Exposure to Noise. The existing and projected L_{10} noise contours (Figures 7 and 8) were redrawn on the City's zoning map and compared with existing land use (Figure 5). From this effort, the number of single family and duplex housing units within areas exposed to L_{10} noise levels of 65 dBA and greater was estimated. Table 11 lists, by transportation corridor and neighborhood, the number of units exposed under existing and projected noise levels from the transportation sources. Full exposure means that the entire parcel containing the housing unit or units is exposed to noise levels equal to or exceeding 65 dBA. Partial exposure means that only part of the parcel is exposed; the housing units may or may not be exposed. Single family parcels shown as vacant on the existing land use map (Figure 5) were not counted.
- 3018 The numbers in Table 11 are approximate. Error in transferring the noise contours from maps at a scale of 1" = 1500' to the zoning map at a scale of 1" = 500' is likely. In addition, considerable judgment was used in classifying parcels as fully or partially exposed. The projected exposure does not take into account changes in land use; only the increase in noise levels caused by additional traffic, mostly on Ralston Avenue, El Camino Real and Bayshore Freeway. Several areas with multiple family housing are partially affected by existing and projected noise levels. The potentially affected multiple family units have not been counted. Exposure of commercial, industrial, institutional and public uses to noise is not considered in Table 11.
- 3019 Table 12 translates the information in Table 11 to number of people living in single family homes or duplexes who are now and projected to be exposed to L_{10} noise levels of 65 dBA and greater in each neighborhood. Large numbers of people are exposed to noise of 65 dBA or greater in the Sterling Downs and Homeview neighborhoods, and significant numbers of people are exposed in all the neighborhoods except Skymont and Carlmont. The greatest increase in the number of people exposed is expected in the Sterling Downs and Homeview neighborhoods. Significant increases are also projected for other neighborhoods especially Cipriani, Country Club and Sunnyslope. Most of the increases in noise exposure are expected to come from increased traffic on Bayshore Freeway, Ralston Avenue and El Camino Real south of Ralston Avenue.
- 3020 The figures listed in Table 12 are approximate and deal only with a portion of exposure. Employees and users of other facilities are also exposed to noise as are residents in multiple family housing. Information is not available to determine the total number of people exposed. The general nature of the exposure is described for each neighborhood in the following sections.



PROJECTED NOISE LEVELS

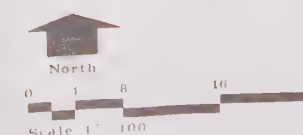
TO OBTAIN THE APPROXIMATE Ldn OR CNEL VALUE SUBTRACT 3 dBA FROM THE L10 CONTOUR VALUE.

Source: Martin-Carpenter Associates

- NOTES -
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REFERENCE A) NATIONAL COOPERATIVE HIGHWAY RESEARCH REPORT NO. 117
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FIGURE 8

Table 11

Single Family and Duplex Housing Units Exposed
to L₁₀ Noise Levels of 65 dBA or Greater

Transportation Corridor	Existing Noise Levels		Projected Noise Levels	
	Full Exposure	Partial Exposure	Full Exposure	Partial Exposure
Ralston	74	85	164	65
Alameda	3	45	4	44
El Camino Real	55	8	94	6
Old County Road	6	6	9	3
U.S. 101	115	16	223	6
Totals	253	160	494	124
Neighborhood ⁽¹⁾				
Skymont	0	1	2	0
Plateau	6	6	18	11
Cipriani	23	25	45	44
Hallmark	1	19	21	0
Carlmont	0	3	0	3
Country Club	1	34	24	19
Chula Vista	6	34	10	30
Central	28	6	35	6
Sunnyslope	27	4	59	2
Sterling Downs	84	13	162	8
Homeview	77	15	118	1
Totals	253	160	494	124

(1) No parcels in Western Hills are now, or expected to be, exposed to noise levels over 65 dBA.

Table 12

Single Family and Duplex Housing Units Exposed
to L₁₀ Noise Levels of 65 dBA or Greater⁽¹⁾

	Existing Noise Levels		Projected Noise Levels	
	Full Exposure	Partial Exposure ⁽²⁾	Full Exposure	Partial Exposure ⁽²⁾
Skymont	0	3	5	0
Plateau	15	15	45	28
Cipriani	58	63	113	110
Hallmark	3	48	53	0
Carlmont	0	8	0	8
Country Club	3	85	60	48
Chula Vista	15	85	25	75
Central	70	15	88	15
Sunnyslope	68	10	148	5
Sterling Downs	210	33	405	20
Homeview	193	38	295	3
Totals	635	403	1,237	313

(1) Assumes 2.5 persons per household; numbers rounded to nearest person.

(2) Residents of parcels partially exposed to noise levels of 65 dBA or greater. The housing units may or may not be exposed.

- 3021 SKYMONT. The only developed area of Skymont which is affected by noise is near the intersection of Ralston Avenue and Christian Drive. Projected noise levels above 65 dBA affect a strip adjacent to Ralston within an area designated Open Space on the General Plan Diagram. Possible noise impacts will be considered in evaluating future use of this area.
- 3022 PLATEAU. Several single family homes along Ralston Avenue are presently affected by noise and more are expected to be in the future. Many of the vacant single family lots along some parts of Belmont Canyon Road are now or will be exposed to noise levels exceeding city standards. If these lots are developed, the location and design of houses should be controlled to mitigate potential noise impact.
- 3023 CIPRIANI. In addition to single family homes along Ralston and Alameda, an office building and small commercial building are exposed to noise levels exceeding 65 dBA. However, existing and projected noise levels affecting these uses do not exceed City standards for such uses as shown in Table 10. Vacant single family lots along Belmont Canyon Road are exposed to L₁₀ noise levels between 65 dBA and 75 dBA. Noise mitigation should be addressed in plans for development of these parcels.
- 3024 HALLMARK. A row of single family lots along Yosemite Drive is now potentially affected by noise from Ralston Avenue and will be affected in the future by increased traffic on Ralston Avenue. In addition, the new townhouses and two single family homes under construction near the Ralston-Hallmark Drive intersection may be affected by noise. Vacant low density residential land at the end of Ralston Avenue will be partially impacted by noise levels of 65 dBA to 70 dBA. Noise mitigation will be considered in evaluating any development plans for the area. A small portion of the Fox Elementary School property is subjected to noise exceeding 65 dBA, but no buildings or sensitive uses are within the area.
- 3025 WESTERN HILLS. No residences in the Western Hills neighborhood are now or expected to be subjected to noise levels exceeding 65 dBA. Small parts of the Ralston Intermediate School site and the Davis office complex are affected by noise, but the noise is now, and expected to remain, within City standards for the uses.
- 3026 CARLMONT. Some multiple family housing units on Continentals Way and Lyall Way are and will be potentially affected by noise from Ralston Avenue and on Carlmont Drive, Garden Court and Valerga Drive by noise from Alameda. The number of units, and thus, people, potentially affected is not known.
- 3027 Noise sensitive uses in the neighborhood include Carlmont High School, the Immaculate Heart Elementary School, the City library and Belameda Park. The buildings at Carlmont High School are not within the existing or projected noise affected area.
- 3028 Existing noise levels at the library-Belameda Park site were measured down to 60 dBA on the L₁₀ scale. Most of the site is exposed to noise in the 60 dBA to 65 dBA range. Noise levels at this site should be monitored and, if

necessary, mitigation measures employed to maintain noise levels no greater than 65 dBA to 70 dBA in accord with City standards as shown in Table 10. The Archdiocese of San Francisco should be encouraged to monitor noise levels at Immaculate Heart Elementary School and take whatever measures are necessary to keep the noise levels below 65 dBA on the L₁₀ scale.

COUNTRY CLUB. In addition to a row of single family houses along part of the Alameda and Ralston, a small commercial area and part of the playground at Barrett Elementary School are exposed to noise. Noise is expected to increase along Ralston Avenue affecting more of the Barrett site than at present. The City should continue monitoring noise at the school and, if necessary, take steps to mitigate any significant impact on school activities. 3029

CENTRAL. Commercial and multiple family uses along El Camino Real are exposed to noise levels ranging from 65 dBA to 75 dBA. Little increase is expected in the noise levels. Noise levels in the commercial areas are expected to be within City standards (Table 10). According to Table 10, multiple family use is conditionally acceptable in the area. Adequate noise insulation should be required for any new residential development and/or conversion to condominiums within the area exposed to noise in excess of 65 dBA. 3030

Commercial and multiple family uses on Ralston Avenue are exposed to noise levels up to 70 dBA and the area exposed is expected to increase in size. A part of the Notre Dame College site is exposed to noise levels exceeding 65 dBA, but no buildings are presently within the area of exposure. Measures to mitigate potential noise impact should be considered by the City for new residential or noise sensitive development within the projected noise exposure area. 3031

CHULA VISTA. Single family lots are partially exposed to noise along Ralston Avenue and the Alameda, but it is likely that the houses are set back out of the exposure area. The Carlmont Shopping Center and some multiple family housing on Alameda are also exposed to noise exceeding 65 dBA but the exposure is within City standards and not projected to increase. 3032

SUNNYSLOPE. The commercial area southwest of the intersection of Ralston Avenue and El Camino Real is exposed to noise levels from 65 dBA to 75 dBA, within City standards. However, single family homes, duplexes and apartments between El Camino and Laurel are exposed to over 65 dBA, exceeding City standards. New development or redevelopment in this area should be designed to mitigate potential noise impacts. Parts of Twin Pines Park and the Belmont Hills Psychiatric Center site are exposed to noise in excess of 65 dBA. It does not appear that activity or use areas at either facility are affected but noise monitoring should be undertaken periodically to determine compatibility of uses with noise levels. 3033

STERLING DOWNS. Apartment, commercial and light industrial uses along Old County Road are exposed to noise levels over 65 dBA. Noise abatement 3034

should be considered in any major structural modifications or new development in this area. Many single family homes and an apartment complex are exposed to noise exceeding City standards in the eastern part of the neighborhood. Increased traffic noise from Bayshore Freeway and the Bayshore/Ralston interchange is expected to expose more homes in the future to excessive noise. The figures in Table 11 do not include the houses in the Shapell development. As part of this development a sound wall was constructed which is intended to reduce noise from Bayshore Freeway traffic. A noise study should be done prior to approval of any new development or major modification of existing structures in the noise affected part of the neighborhood. This neighborhood is also exposed to noise from San Carlos Airport as shown on Figures 7 and 8. An evaluation of impact of noise from this source should also be included in noise studies in the neighborhood.

- 3035 HOMEVIEW. More residents of this neighborhood are now and expected to be exposed to noise levels over 65 dBA than in any other neighborhood in the City. Most of the noise comes from traffic on the Ralston Avenue-Bayshore Freeway interchange. There is very little the City can do to abate the existing problem. However, the City should require acoustical studies and noise mitigation measures as a condition of approving any major structural alteration or rebuilding in the noise affected area. Commercial uses along Old County Road are also exposed to noise levels up to 75 dBA, but this is within City standards for commercial uses.
- 3036 The highest noise levels in the planning area occur in the unincorporated Harbor Industrial district along Harbor Boulevard and Industrial Way, mainly due to truck traffic on these streets. If this area is annexed to the City as proposed in this plan, no new uses should be approved in the district which would significantly increase noise levels.
- 3037 EAST BELMONT. East Belmont is presently undeveloped, but significant parts of the area are exposed and expected to be exposed to noise levels between 65 and 75 dBA. Analysis of the noise environment should be undertaken prior to development and structures, particularly residences, should be located and designed to reduce the impact of noise, to the extent possible. No residential buildings should be located in areas exposed to more than 65 dBA noise on the L₁₀ scale.

SEISMIC SAFETY-SAFETY ELEMENT

Purpose and Relation to Other Elements

The Seismic Safety-Safety Element identifies and describes the seismic, geologic, flood, fire and other hazards potentially affecting the community and sets forth goals and policies to mitigate or abate those hazards and to respond to emergency or disaster situations. The purpose of the element is to provide a basis for City actions to reduce loss of life, injury and property damage and to minimize economic and social dislocations from natural disasters. 3038

The element is closely related to the Land Use-Open Space Element in that a major way in which the City can influence the safety of its residents is through the regulation of land development and building practices. The goals and policies of the Circulation, Conservation and Housing elements are also influenced by considerations of seismic safety and safety. 3039

Goals 3040

1. To minimize the risk of loss of life, injury and property damage from earthquakes, floods and other natural hazards affecting the community.
2. To continue to obtain and incorporate into City decision-making information delineating geologic, hydrologic and seismic hazards.
3. To encourage public and private development that is located, designed and constructed in such a way as to minimize the risk of loss of life and injury in the event of a major earthquake, flood, wildfire or other disaster.
4. To promote programs to educate the public concerning the nature of earthquake, fire and flood hazards in the City and measures that individuals can take to reduce risk.
5. To plan for effective emergency response and long term recovery after a damaging earthquake, flood, catastrophic fire or other major disaster.

Policies 3041

1. The City shall require investigations by both registered soils engineers and engineering geologists prior to issuing building permits for any new construction unless waived due to current existing information and location. All such reports shall be independently evaluated, on behalf of the City, for completeness and accuracy.
2. The City shall institute a system for filing geologic and soils reports and information by parcel number or street address.

3. The City should review and regularly update its geologic hazard mapping based on new information including soils and geologic reports of specific sites.
4. All environmental reports submitted to the City in support of development proposals shall include sections evaluating seismic, geologic, fire and flood hazards.
5. The City shall support programs to inform the citizens of the community about actions individuals and families can take to avert, respond to and recover from natural disasters.
6. The City shall encourage the school districts and agencies that work with the aged and/or handicapped to develop and carry out education programs on individual disaster preparedness and response needs.
7. The City shall maintain up-to-date disaster response plans for earthquakes and other disasters, participate in disaster response exercises and provide for the training of personnel in emergency response activities.
8. The City shall adopt an evacuation plan for the area in the eastern part of the City subject to flooding in the event of failure of the Crystal Springs Dam.
9. No major alterations will be permitted to structures, other than single family houses, constructed before 1933 without evaluation by a registered structural engineer of the adequacy of seismic resistance of the building in relation to the proposed use.
10. The City will establish and carry out a program to inspect facilities critical for response to an earthquake, such as fire stations, medical facilities and communication centers, and, where needed, to make or require structural changes so that the facilities will remain functional after a damaging earthquake.
11. An inventory of public and private sources for heavy equipment such as earth movers and cranes which may be needed for search and rescue operations after a disaster will be compiled and kept up-to-date.
12. Following a state or federally declared emergency or disaster, the City will review the General Plan, any specific plans adopted pursuant to the General Plan and plans for redevelopment pertaining to damaged areas to determine the relevance of the plans as a guide to rebuilding. The plans should be amended as necessary to reflect new information or changed circumstances. Building permits will be issued only for rebuilding and repair which are consistent with the City plans.
13. No new construction shall be permitted in areas where emergency access cannot be adequately ensured.

14. Sprinkler systems and/or smoke detectors should be required according to ordinance provisions administered by the South County Fire District.
15. Fire retardant roofing and exterior siding materials should be required for any major remodeling of structures in presently developed areas which are adjacent to wooded open space areas or without adequate emergency access or water flow, assuming that 80 percent of the siding or roofing is being remodeled.
16. All geologic reports required by the City in support of a development application shall include an evaluation of seismic conditions on and near the site and how they could affect the proposed development.
17. The City will encourage reducing the risk of loss from brushfires in the undeveloped hillside areas of the City through such measures as landscaping with fire resistant plants between residential and open space areas, weed control, controlled burns, and placement of trails and roads to serve as firebreaks.
18. Fire roads shall be maintained and kept passable at all times.
19. The City supports strict control of the use, storage and transport of toxic, explosive or other hazardous materials.
20. The City will continue to participate in the Federal Flood Insurance Program and comply with requirements to gain acceptance into the regular phase of the program.
21. The City will continue to implement the recommendations of the Sanitary Sewer and Storm Drain Master Plan and provide for regular maintenance of the storm drain system.

Description

The general nature of seismic hazards and the potential hazards of flooding, land failures and fire are outlined in the following sections.

Seismic Hazards. The worst expected disaster facing Belmont is a major earthquake originating on the San Andreas fault system in Northern California. Such an earthquake will cause death, injury and property damage and disrupt transportation, services and the economy of the City. The City's emergency response capabilities will be severely tested. The policies in this plan provide a framework for City actions to reduce potential damage, to respond quickly and effectively and to recover fully.

Although the San Andreas fault zone is about a mile from Belmont's western boundary, there are no known active faults with the City itself. Surface rupture from earthquakes is not an expected hazard. The major problems will result from ground shaking.

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- 3044 Geologic and seismic hazards affecting Belmont are generally described in the San Mateo County Seismic Safety Elements of the General Plan (1975) and in various U.S. Geological Survey maps and reports: Brown, R.D., 1979, Active Faults, Probable Active Faults, and Associated Fracture Zones, San Mateo County, California; Brabb, E.E., and Pampeyan, E.H., 1972, Description of Geologic Units, San Mateo County; Brabb, E.E., Pampeyan, E.H., and Bonilla, M.G., 1972, Landslide Susceptibility in San Mateo County, California; Taylor, F.A., and Brabb, E.E., 1972, Map Showing Distribution and Cost by Counties of Structurally Damaging Landslides in the San Francisco Bay Region, California, Winter of 1968-69; Brabb, E.E., and Pampeyan, E.H., 1972, Peliminary Map of Landslide Deposits in San Mateo County, California; Borchardt, Gibbs and Lajoie, 1975, Prediction of Maximum Intensity in the San Francisco Bay Region, California; and Youd, T.L., Preliminary Map of Liquefaction Potential.
- 3045 The information provided in these sources is insufficiently detailed to define accurately the differences in hazard levels among specific locations within the Planning Area. In general, severe ground shaking can be expected throughout the City. Shaking is likely to be amplified in the areas underlain by relatively unconsolidated deposits especially in the eastern part of the City. Liquefaction is also a potential in these areas. Landsliding is a potential problem on all slopes in the City and only specific investigations of individual areas and sites can differentiate the degree of potential risk. For these reasons, the plan calls for engineering geology investigations and reports for all new development. These investigations should include evaluation of the stability of the site and the surrounding area. As the 1982 slides in San Mateo County demonstrate, a site itself may be stable, but subject to risk from adjacent unstable slopes.
- 3046 In addition to engineering geologic investigations, soils engineering studies of the site are needed as a basis for foundation design. All geotechnical studies should include an evaluation of the risk from earthquake-induced ground motion and ground failure.
- 3047 Flooding. Parts of Belmont along Belmont Creek and east of Bayshore are subject to shallow (1 to 1-1/2 feet) flooding. The City's flood plain management ordinance requires flood proofing or elevation of structures above flood heights in these areas as designated on a working map issued by the Federal Flood Insurance Administration. The City has applied for admittance to the regular phase of the Federal Flood Insurance Program and will continue to regulate development in the designated flood hazard areas in accord with the ordinance.
- 3048 Belmont has had a history of localized flooding caused by inadequate storm drainage. The City is proceeding to carry out the recommendations of the Sanitary Sewer and Storm Drain Master Plan (1980). This, combined with complete and timely maintenance of the system, is expected to alleviate the problems. In the event the Harbor Industrial area is annexed to Belmont, additional work on the storm drainage system will be needed to prevent flooding in that area.

Fire. The most serious fire hazard in Belmont is the potential for grass or wildland fire in the open hillside and canyon areas. The risk is compounded by deficiencies in emergency access and, in some cases, by insufficient water flow to meet fire fighting requirements. The plan policies set forth an approach to reduce this risk in existing developed areas and in the design and location of new development in the hillsides.

3049

CONSERVATION ELEMENT

Purpose and Relationship to Other Elements

The Conservation Element outlines programs to conserve, develop and enhance the natural and historical resources of the community. The programs entail both public and private actions. This element is closely related to the Land Use-Open Space and Seismic Safety-Safety elements of the General Plan.

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Goals

3051

1. To conserve the natural terrain and vegetation in the undeveloped hillside areas of the City.
2. To protect the wildlife habitats, water quality and drainage functions of the Bay marshes and O'Neill and Belmont sloughs.
3. To minimize the erosion of soil.
4. To protect and maintain streams and stream channels as important parts of the City's drainage and open space systems.
5. As appropriate, to comply and encourage compliance with regulations designed to achieve state and federal air quality standards.
6. To provide for the efficient use of energy resources in activities carried out or regulated by the City.
7. To preserve, to the extent possible, the community's historical resources.
8. To protect scenic views to and from the hillsides.

Policies

3052

1. New development shall be located and designed to preserve specimen trees and significant stands of trees to the extent possible.
2. The use of native and drought resistant vegetation should be encouraged in new landscaping.
3. Development in the mixed use area east of U.S. 101 should be designed and constructed to prevent disturbance to the bird sanctuary and other wildlife habitats along O'Neill and Belmont sloughs. Public access to the Bay shall be provided along Belmont Slough. No alteration of the sloughs shall be permitted without a thorough analysis of environmental impacts and adoption of actions to mitigate any identified unavoidable adverse impacts on wildlife and water quality.

4. The City shall control both the amount and timing of grading to prevent accelerated erosion of the soil. Erosion and runoff control facilities shall be regularly maintained and preventative measures taken whenever possible.
5. The City shall seek open space easements along Belmont and East Laurel creeks as a condition of approving development projects on parcels abutting the creeks. New structures on properties adjacent to the creeks should be set back a distance sufficient to prevent obstruction of potential flood flows. Grading and removal of vegetation within 50 feet of a stream channel should be limited to that necessary to preserve adequate stream flow and to provide routine maintenance.
6. In carrying out its functions, the City will comply and encourage compliance with all applicable federal and state air quality regulations.
7. The City will support public and private efforts to conserve energy and to explore alternative energy sources giving careful consideration to impacts on safety, aesthetics and noise.
8. The City should prepare and adopt measures to protect solar access.
9. The City shall establish design criteria for installation of systems for alternative sources of energy.
10. Private and public resource recycling and recovery efforts shall be encouraged by the City.
11. The City encourages private and public efforts to preserve, restore, and continue use of historical structures in the community to the extent possible.
12. Structures should be located and designed and landscaping designed and maintained to protect, to the extent possible, views to and from the hillsides.
13. A right to plant trees on a property should be balanced with the right of a view from adjacent property.

Description

- | | |
|------|--|
| 3053 | Conservation efforts in Belmont focus on the wooded hillside areas, the Baylands, creeks, views, water and air quality, archaeological and historic sites and structures, and energy resources. Figure 9 shows the general location of natural and historic resources in Belmont, and Table 13 lists the historic buildings shown by number on Figure 9. |
| 3054 | Belmont residents emphasize the need to conserve the wooded hillside areas. In accomplishing this, several conservation objectives will be furthered. Visual resources will be protected, soil erosion controlled, |



FIGURE 9

Table 13

Historic Buildings

(numbers keyed to Figure 9)

1. Ralston Hall, 1500 Ralston Avenue (Established as an historic landmark in the Federal Register)
2. College of Notre Dame Theater Arts Building, 1500 Ralston Avenue
3. College of Notre Dame Art Gallery, Ralston Avenue
4. St. Michaels Hall, Immaculate Heart of Mary, 1060 Alameda
5. Old School, Immaculate Heart of Mary, 1060 Alameda
6. Church of the Good Shepherd, 1336 Fifth Avenue
7. Congregational Church of Belmont, 751 Alameda
8. Twin Pines Main Building (Manor House), 1085 Ralston Avenue
9. Red Barn and Main Building, 951 Old County Road
10. White House, 857 South Road

Source: City Council Resolution No. 4154, July 1974.

and potential siltation in the streams, sloughs and marsh reduced, thereby protecting water quality and Baylands wildlife habitats.

The policies in this element are intended to supplement and clarify the land use and open space policies to ensure adequate and specific protection of natural features in the City as a part of land use and development decisions. Careful control of new development, particularly on the hillsides, in line with goals and policies of this element and the Land Use-Open Space Element, will help ensure the conservation of Belmont's natural resources.

3055

The City's role in conserving energy resources is twofold. First, the City should conduct its own activities in an energy-efficient manner, and, second, it should encourage responsible use of solar, and other alternative energy sources in private development. Care will be taken, however, to preserve important aesthetic, safety, noise and land use objectives in the effort to promote alternative energy sources.

3056

Preserving views from existing residences in the hillsides is a major conservation issue. This should be accomplished to the extent possible, by considering the effect of proposed new development on views from existing developed properties as a normal part of project review and environmental assessment. Disputes among property owners over the height of trees and shrubs normally should be handled as a private matter, but, where this cannot be achieved, the City should establish procedures for resolving disputes.

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HOUSING ELEMENT

Purpose and Relation to Other Elements

The Housing Element evaluates the housing needs of the community and defines goals, policies and programs to meet the needs. The element recognizes that Belmont is part of a housing market area extending from San Jose in the south to Vallejo and Benicia in the north.* The major purpose of the element is to specify actions Belmont will take to provide adequate housing for all economic segments of the community and to contribute to the extent possible, to solving the housing problems of the market area. Actions undertaken to implement this element must be consistent with the goals and policies of all the other elements of the General Plan. In particular, the Housing Element is closely related to the Land Use-Open Space, Conservation, Seismic Safety-Safety and Circulation elements of the General Plan.

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Goals

3059

1. To preserve and enhance the quality and character of existing residential neighborhoods.
2. To provide housing to meet the present and future needs of all economic segments of the community.
3. To ensure decent, safe living environments for the City's residents regardless of age, sex, marital status, race, ethnic background, physical or mental handicaps or income.
4. To preserve diversity of type, price and tenure in the City's housing stock.
5. To promote adequate maintenance and, where needed, the rehabilitation of the City's housing stock.
6. To accept ABAG's estimate of Belmont's housing need for the market area and, within identified governmental, natural and market constraints, take actions to meet this need.
7. To adhere to the housing requirements of the State Redevelopment Law in implementing the City's Redevelopment Plan.
8. To work cooperatively with state, regional and other local government agencies in addressing the region's housing problems.

Policies

3060

1. The City shall adhere to the goals, policies and standards pertaining to new residential construction contained in the other elements of the General Plan.

* As defined by the State Department of Housing and Community Development.

2. The City, either alone or in coordination with other cities in San Mateo County, shall prepare and implement a program for the maintenance and rehabilitation of the existing housing stock. The program should be funded, all or in part, by tax increment derived from the Redevelopment Area that must, under state law, be used to alleviate housing problems. As required by the state, 30% of the units rehabilitated by the Redevelopment Agency shall remain affordable to low and moderate income households.
3. In accord with State Redevelopment Law, 15% of all housing constructed or rehabilitated within the Redevelopment Area by private or public entities other than the Redevelopment Agency shall be affordable to households of low or moderate income. This requirement should be met on a project by project basis through construction of affordable units within a development, assessment of an in lieu fee to finance construction of the required units elsewhere, or other approaches that will meet the requirement.
4. The City shall give priority in developing and implementing its housing program to meeting the housing needs of the elderly within the community. This will be done primarily through a program for housing maintenance and rehabilitation.
5. Within limits imposed by the Growth Management Ordinance, adopted by initiative, the City will strive to provide its share of affordable housing in the market area as determined by the Association of Bay Area Governments.
6. The City should encourage the construction of new housing in areas close to sources of employment, community services and shopping. Mixed uses should be considered in East Belmont and the downtown area as outlined in the Land Use-Open Space Element.
7. New housing constructed in undeveloped hillside areas should be clustered and varied in unit size and price to maintain diversity and balance in Belmont's housing stock.
8. The City shall regulate the conversion of rental units to condominiums in order to maintain an adequate supply of rental housing, prevent reduction of affordable housing opportunities, and minimize displacement of households, especially elderly households.
9. The City shall support private and public efforts to ensure non-discrimination in the sale or rental of housing in the community.
10. The City, through the Redevelopment Agency, shall make available suitable replacement housing at affordable prices to households displaced by actions of the City or its Redevelopment Agency.
11. On a regular basis, the City shall review its ordinances and procedures regulating residential uses and construction to ensure

consistency with the General Plan and to identify and correct any provisions that unnecessarily increase the cost of housing, extend the time required for processing applications or preclude provision of housing to meet specified needs.

12. The City shall establish criteria for evaluating applications for new housing allocations under the Growth Management Program that are consistent with meeting the identified housing needs in the community.

Action Program

The Association of Bay Area Governments (ABAG) is the regional agency responsible under state law for determining region-wide housing need and determining the responsibility of each local government in the Bay Area for meeting that need. The housing action program is based on the analysis of housing needs in Belmont as presented in the ABAG report, Housing Needs Report, San Francisco Bay Area, December 1981. According to the report, Belmont will need 310 new housing units between 1980 and 1985. Of these, 164 should be market priced housing and 146 should be affordable to moderate, low and very low income households (from ABAG, Technical Memorandum #2 - Distribution of Housing Need by Income Category, as revised March 25, 1982). For general reference, Table 14 defines income distributions for Belmont used by ABAG in the December 1981 Housing Needs Report. In 1980, 43% of Belmont's housing consisted of rental units. To maintain this percentage, 133 of the 310 needed housing units should be rental units.

3061

This action program outlines what the City will do, within specific natural, economic and political constraints, to meet the housing needs as determined by ABAG. Under terms of the Growth Management Initiative passed by the voters in 1979, residential development in the City is limited to 56 units per year until 1990 or a total of 280 units during a five-year period--30 units short of the five-year housing need as determined by ABAG. Primarily because of market constraints, actual construction of housing units in 1980 and 1981 has fallen short of the 56 units per year allocated under the ordinance. Since allocations can be carried over to the next year, this short fall may be overcome in the mid-1980's.

3062

The action program, outlined below, states the City's commitment to moving ahead in addressing housing problems and the actions it will undertake to come as close as possible to meeting the need for housing as determined by ABAG. Much of the responsibility for carrying out the housing program will rest with the Redevelopment Agency. Formed in 1981, the Agency will guide development and redevelopment activities in the Los Costanos Community Development Area as shown in Figure 10. The housing program will be reviewed annually by the Planning Commission. Each review will be accompanied by public hearings. Strong efforts will be made to obtain citizen participation in the hearings and throughout the decision making process.

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Table 14

Household Income Distribution

Category	% of median income	Distribution of Household Income in Belmont 1980 (1)	1985 (2)
Above Moderate	over 120%	\$ 32,380 +	\$ 49,408 +
Moderate	81 to 120%	up to 32,380	up to 49,408
Low	51 to 80%	up to 21,586	up to 32,938
Very Low	below 50%	up to 13,492	up to 20,587

(1) Estimated Household Median of \$26,983

(2) Estimated Household Median of \$41,173

Source: ABAG, Housing Needs Report, 1981

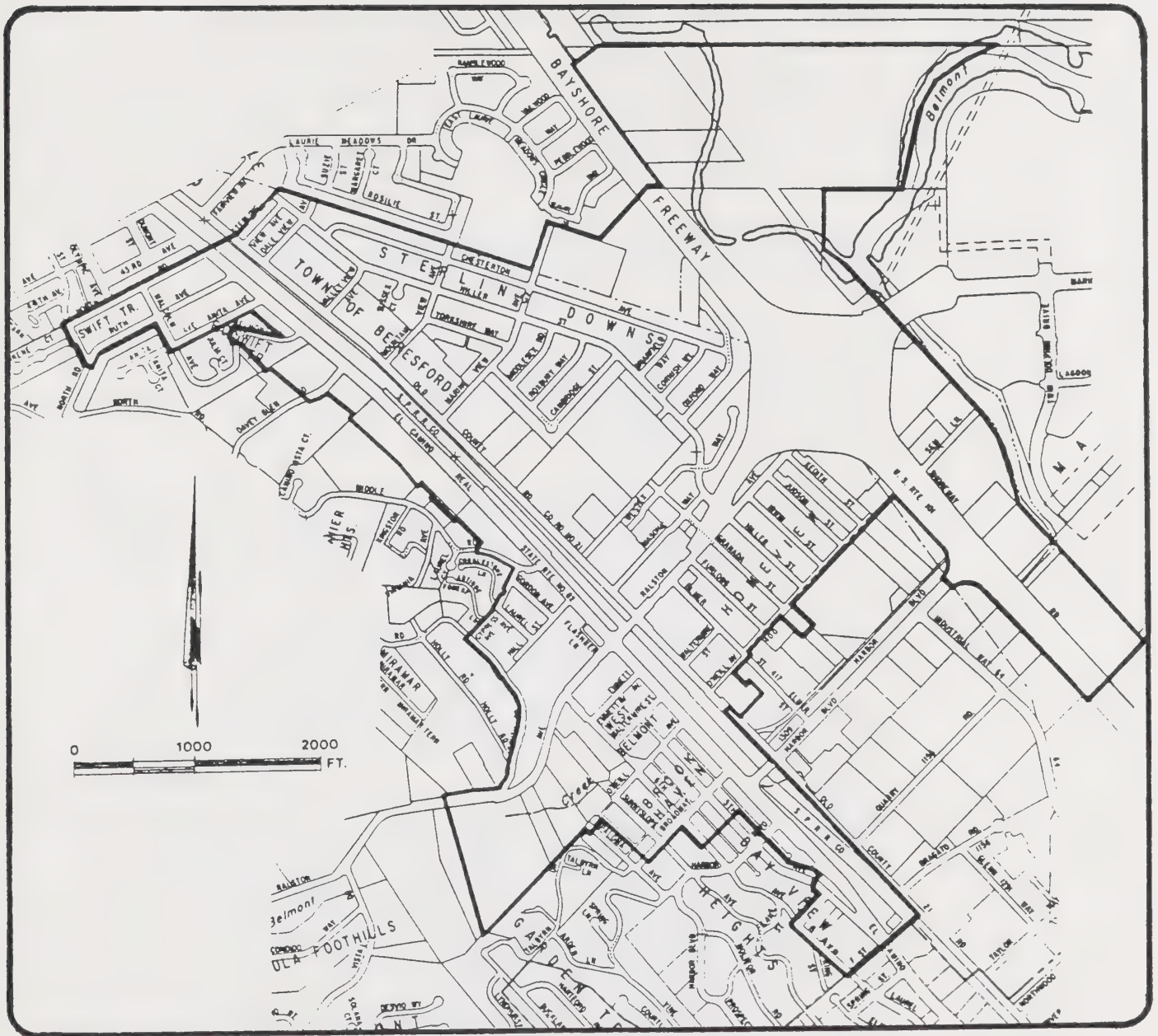


Figure 10. Boundaries of Los Costanos Community Development Area

Source: Piedmont Associates, 1981

Housing Program 1981-1985

- | | |
|------|---|
| 1981 | <ol style="list-style-type: none">1. Start revision of Belmont's General Plan (Planning Commission).2. Establish a Redevelopment Agency and adopt a Redevelopment Plan for the revitalization of downtown Belmont and surrounding area (City Council). |
| 1982 | <ol style="list-style-type: none">1. Complete and adopt the revised Belmont General Plan, including the Housing Element (Planning Commission, City Council).2. Survey housing conditions and needs within the Redevelopment Area as the basis for establishing a rehabilitation and maintenance program. Fund the survey from the first year's tax increment from the Redevelopment Area (Redevelopment Agency).3. Adopt procedures to ensure that housing units constructed or rehabilitated to meet the needs of low and moderate income households remain affordable over the long term (City Council).4. Review the building and fire codes and other regulations pertaining to housing construction and occupancy to ensure consistency with the General Plan. Ensure that safety, energy efficiency and noise abatement are achieved at the lowest possible additional cost (Planning Commission, City Council).5. Review the City's zoning and subdivision ordinances for consistency with the General Plan. Identify and correct provisions that add needlessly to the cost of housing, impair housing choice for the elderly, handicapped, families with children or others with special housing needs (Planning Commission, City Council).6. Review criteria used to evaluate applications for housing allocations to ensure that new housing maintains the diversity of the City's housing stock in terms of type, price and tenure (Planning Commission, City Council).7. Establish schedule for assessing fees in lieu of construction of low and moderate income units for housing developments in the Redevelopment Area (Redevelopment Agency, City Council). |

- 1983
1. Adopt a program for maintenance and rehabilitation of older or deteriorating housing and housing occupied by low and moderate income households, especially within the Redevelopment Area to implement the program. Specify the number of units targeted for rehabilitation in 1984 and 1985 (Redevelopment Agency, City Council).
 2. Adopt an ordinance regulating the conversion of rental units to condominiums (City Council).
 3. Study possible locations and conditions for permitting factory-built and mobile home housing units within the City (Planning Commission).
 4. Review permit processing for housing development applications to identify and correct impediments to efficient and timely processing (Planning Commission).
- 1984 &
1985
1. Revise the Housing Element, as needed, to reflect 1980 Census data and revision of ABAG's housing needs allocation (Planning Commission, City Council).
 2. Continue the efforts listed above and modify the plans and ordinances as necessary to meet new conditions or to incorporate new data (Planning Commission, City Council, Redevelopment Agency).

Description

Belmont is a mature community with a diverse population of about 24,500. From 1970 to 1980, Belmont added 989 people and 2,173 housing units; population per household declined from 3.5 persons in 1970 to 2.4 persons in 1980 (U.S. Census). Thus, a major fact of Belmont's housing situation is the changing household composition resulting in the under-utilization of the existing housing stock. Under present plans and regulations, Belmont's maximum population will be about 28,000. The timing of development to reach this maximum is governed by the Growth Management Program and by the private market. The most important current constraint to housing development in Belmont is the private real estate market characterized by high interest rates, high housing values and low rates of vacancy and turnover. There is very little, if anything, that the City can do to overcome this except to plan for actions which can be taken when market conditions change. Along with most other Peninsula cities, Belmont is experiencing a decline in household size and an increase in the proportion of its elderly population.

3065

The housing stock in Belmont consists of 10,053 units of single-family, duplex and multiple-family housing (U.S. Census 1980). About 57% of the units are owner-occupied and 43% renter-occupied (ABAG, 1981). Much of the

3066

housing stock is relatively old with a median age of 21 years (U.S. Census 1970). Available data indicates that it is in generally good condition. In 1970, 38 units lacked a complete kitchen, 32 lacked complete plumbing fixtures and 38 were overcrowded (U.S. Census 1970). With limited land for new housing development, the City's housing program emphasizes preserving and improving the quality of existing housing.

3067 Special Housing Needs. Housing needs for Belmont are defined in general terms in the ABAG Housing Needs Report, 1981. The community has particular needs for housing for the elderly and the handicapped which are not detailed in the ABAG analysis. Belmont is experiencing a steady increase of about 100 people per year in its elderly population as evidenced by the number of people receiving Social Security benefits. Data for Zip Code Area 94002, covering Belmont, show that 1,624 persons 65 years and older received Social Security benefits in 1977; 1,715 in 1978 and 1,809 in 1979 (Social Security Administration, telephone conversation, March 1982). Many of the elderly in Belmont are presumably living in single-family homes with small or paid up mortgages and, thus, relatively low monthly housing costs. The City proposes to assist elderly people who wish to remain in their homes through the housing maintenance and rehabilitation program. Construction of affordable units designed for the elderly would provide Belmont's older residents the option of moving to more suitable housing while still maintaining their ties to the community. This would make housing available in the community for larger households, improving the utilization of the existing housing stock in Belmont.

3068 People with visual, hearing and other physical handicaps often have special housing needs. The number of such people in Belmont is not known. However, according to the State Department of Rehabilitation, there are about 8,000 people with visual and hearing handicaps and 40,000 with physical handicaps in San Mateo County (Department of Rehabilitation, Survey of the Disabled in San Mateo County, 1979). Assuming the distribution of the disabled is the same as that of total population in the county, there would be about 2,000 disabled persons in Belmont (4.2% of the total). The San Mateo County Center for Independence of the Disabled (CID), located in Belmont, provides a variety of services to the county's disabled population including assistance in locating accessible and affordable housing. The most pressing need is for affordable, ground floor units which are close to public transportation (telephone conversation, CID, March 1982). The Redevelopment Agency should consult with CID in developing the housing maintenance and rehabilitation program to ensure that significant numbers of rehabilitated units are suitable for occupancy by the disabled.

3069 The other category of special housing need that exists in Belmont is for people and households with low income. Although the median household income in Belmont is somewhat above that of the county (ABAG, Housing Needs Report, 1981), there are people in Belmont with incomes below that needed to provide the essentials. One indication of this fact is the number of people receiving some kind of public assistance through the San Mateo

County Department of Social Services. As of December 1981, 40 families were receiving Aid to Families with Dependent Children (AFDC); 16 people were receiving General Assistance and 21 were receiving Food Stamps. In addition, as of December 1979, 244 people were receiving Supplemental Security Income (SSI) through the Social Security Program. These figures simply show that there are low-income households in Belmont. The City's housing action program, particularly those items regarding affordable housing, will help to meet the housing needs of this segment of the community's population.

Sites Suitable for Housing Development or Redevelopment. Table 15 lists locations within the City with potential for new housing development or redevelopment. As shown in the table, Belmont has few vacant sites suitable for new housing development. The major vacant lands are in the hillsides where the difficulty of providing access and public services and natural constraints of slope, land stability, and drainage limit the density, location and type of residential development. Further evaluation is needed to determine development potential in these areas.

3070

New housing development could occur in East Belmont in response to policies favoring mixed use development of the area. The density, type, structural characteristics and price of housing in this area will be conditioned by the site's difficult geologic and soils features. Use of the site is subject to review and some degree of control by many governmental agencies at all levels. The site is also within the City's Redevelopment Area designated in 1981. Development of housing would be subject to the affordable housing provisions of State Redevelopment Law.

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Redevelopment is a potential in the downtown area and neighborhoods to the east included within the Redevelopment Area. The Land Use-Open Space Element and the Los Costanos Community Development Plan both speak to mixed use development. The Redevelopment Agency, presently in the formative stages, will be the primary mechanism through which Belmont seeks to meet its housing needs through redevelopment of land and rehabilitation of housing. Because the Redevelopment Area is a center for transportation, government, community services and shopping, the Agency will focus efforts on providing housing for low and moderate income households, particularly of elderly and handicapped persons who have special need for proximity to such facilities.

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Table 15

Sites Suitable for Residential Development or Redevelopment

Site	1982 Revised General Plan Designation	Existing Zoning ⁽¹⁾	Redevelopment Area	Services Available
Twin Pines Parcel #3 and Bertillion Properties, O'Neill and Sixth St. (vacant or underdeveloped)	medium density residential, general commercial	(PD)R-5 C-2	yes	yes
Ross Property, southwest corner of Sixth Street and Hill Street (vacant)	general commercial	PD (resid) C-2	yes	yes
Block bounded by Waltermire, Fifth, O'Neill and Sixth (mixed residential-commercial uses)	general commercial	C-2	yes	yes
Kumam and City-owned properties east of Bayshore and north of Marine World Pkwy.	mixed use	A	yes	no
Old County Road-Dale View Avenue to Masonic. (Potential increase in density through redevelopment)	high density residential, service Commercial, highway commercial	R-4 C-4 C-3	yes	yes
Addition of upper floor residential uses on existing commercial buildings in area bounded by Hill Street, El Camino Real, Waltermire and Sixth Sts.	general commercial	C-2	yes	yes
San Juan Area	low density residential, open space	R-1B A R-1E	no	no
Western Hills	low density residential, open space	PD 531 and PD 532	no	no
Davey Glen	medium density residential	PD (140 units)	no	yes
Club Drive	low density residential	R-1E	no	?

Table 15 (continued)

Site	1982 Revised General Plan Designation	Existing Zoning ⁽¹⁾	Redevelopment Area	Services Available
School Sites (currently in school and recreational uses--potential for housing only if permanently closed).				
Ralston)			
Barrett)			
Mae Nesbit)			
Cipriani)	public	SC	Mae Nesbit
Central)	facility	only	
Fox)			
McDougal)			

- (1) Following adoption of the Revised General Plan, the zoning ordinance will be reviewed and changed, as needed, to provide consistency with the plan.

Part 4 – General Plan Diagram



GENERAL PLAN DIAGRAM
Part 4 of the General Plan

CITY OF BELMONT, CALIFORNIA

Adopted by City Council Reso. No. 5677, Aug. 24, 1982
Approved by Planning Commission Reso. 1982-16, May 17, 1982

Land Uses and Open Space

Residential Areas

- RI Low Density
- Rm Medium Density
- Rh High Density

Commercial Areas

- Cn Neighborhood
- Cg General CBD
- Ch Highway
- Co Office
- Cs Service

Industrial Areas

- Il Light Industry
- Ig General Industry

Public Facilities

- P

Institutions

- In

Parks and Open Space

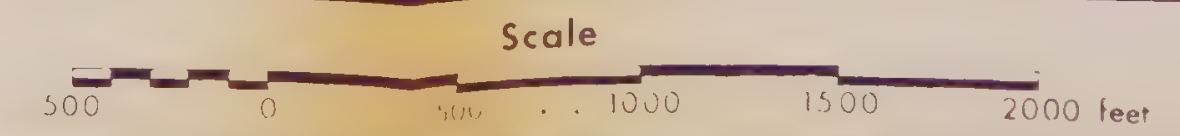
- Pk Parks
- Os Open Space

Mixed Use Areas

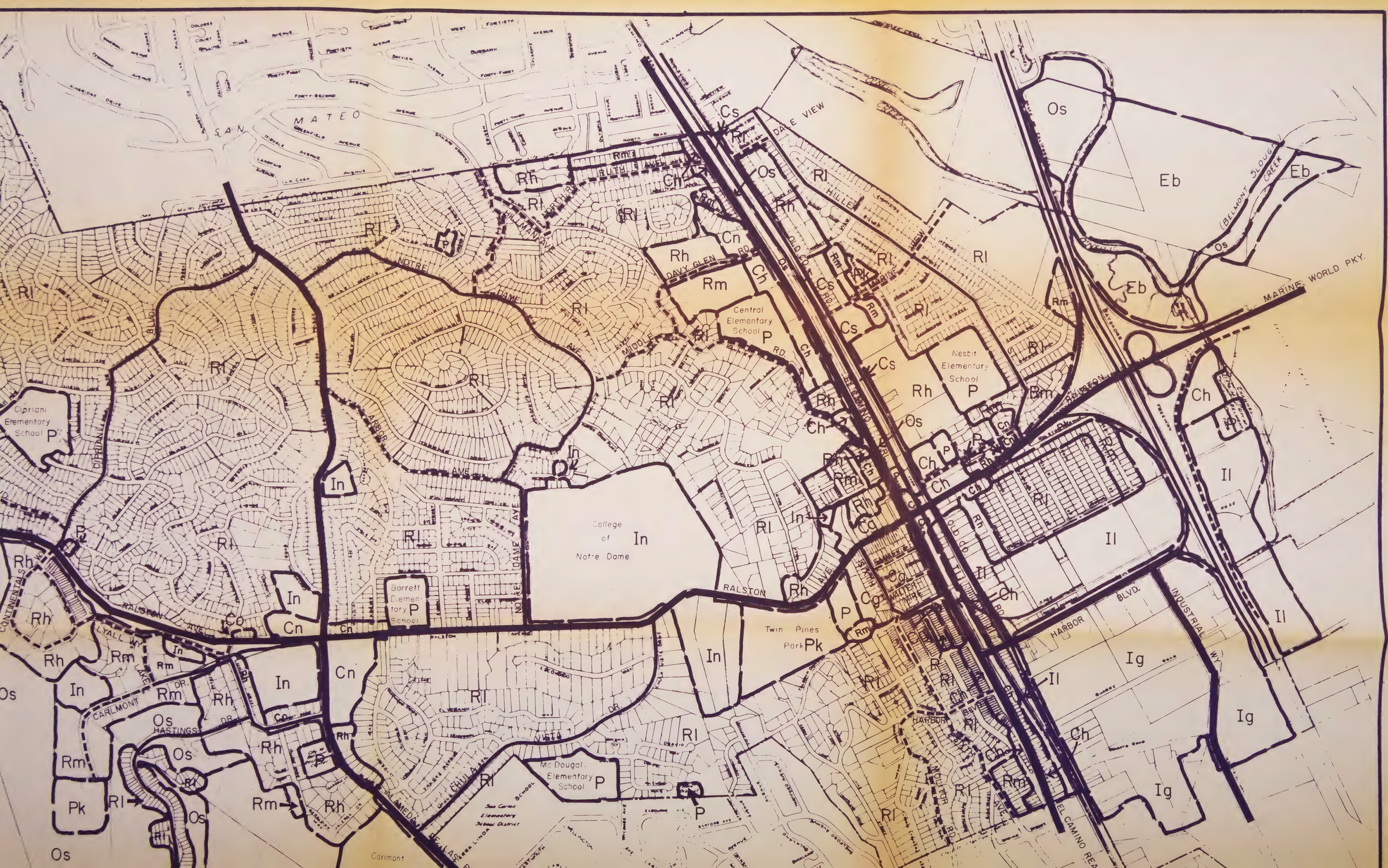
- Eb East Belmont (North of Ralston Ave. and East of U.S. 101)

Circulation

- Arterial Road
- Major Collector
- Collector
- Freeway









GENERAL PLAN DIAGRAM
Part 4 of the General Plan

CITY OF BELMONT, CALIFORNIA

Adopted by City Council Reso. No. 5677, Aug. 24, 1982
Approved by Planning Commission Reso. 1982-16, May 17, 1982

Land Uses and Open

Residential Areas

- RI Low Density
- Rm Medium Density
- Rh High Density

Commercial Areas

- Cn Neighborhood
- Cg General CBD
- Ch Highway
- Co Office
- Cs Service

REVISION #12 CITY MAP ORIGINAL 9/2/81



Land Uses and Open Space

Residential Areas

- RI Low Density
- Rm Medium Density
- Rh High Density

Commercial Areas

- Cn Neighborhood
- Cg General CBD
- Ch Highway
- Co Office
- Cs Service

Industrial Areas

- II Light Industry
- Ig General Industry

Public Facilities

P

Institutions

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Parks and Open Space

- Pk Parks
- Os Open Space

Mixed Use Areas

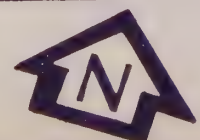
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Appendix A – Next Steps

APPENDIX A - NEXT STEPS

Adoption of the revised General Plan is the first step in the City's effort to define and guide the future development and character of the Planning Area. To meet the consistency requirements of state planning law and to realize the vision of the future contained in the plan's goals and policies, the City must take additional steps. Some should be undertaken as soon as possible and others can be undertaken as information, funding and other circumstances warrant. The steps needed to implement the plan are listed below by plan element.

LAND USE-OPEN SPACE ELEMENT

The zoning, subdivision and grading ordinances need to be reviewed and revised to be consistent with the General Plan. Specific changes are noted for each land use category along with other programs required to implement the land use and open space policies of the plan.

Residential Areas

1. Review development potential of open space and vacant low density residential parcels in the San Juan Canyon.
2. Establish a checklist to aid in review of applications for development of substandard lots and lots without paved access.

Commercial Areas

1. Prepare a Central Business District Plan to achieve the objectives set forth in Policy 5, pages 2-18 and 2-19. The plan should be consistent with and an integral part of the Los Costanos Community Development Plan. The initial steps should be a complete inventory and analysis of existing land use and occupancy and an evaluation of parking needs.
2. Form a parking assessment district or other mechanism to provide for off-street parking for commuters, residents and patrons of the downtown area.

Industrial Areas

1. Review the zoning ordinance to be sure that permitted uses in the Light and General Manufacturing Districts conform to the plan.

Public Facilities and Services

1. Add a public facilities (PF) zoning district to the Zoning Ordinance. Rezone parcels as needed.
2. Prepare a plan, in cooperation with PG&E, Pacific Telephone and the cable TV company, for the undergrounding of utility lines recognizing the following priorities:

- a. Ralston Avenue
- b. Alameda de las Pulgas
- c. El Camino Real
- d. Central Business District
- e. Residential neighborhoods

Homeview
Sterling Downs
Central
Sunnyslope
Chula Vista
Cipriani

- f. The rest of the City.

Institutions

- 1. Add an institutions zoning district to the zoning ordinance. Rezone parcels as needed.

Mixed Use Development

- 1. Establish design standards for mixed use development.

Parks and Recreation

- 1. Acquire through purchase or dedication the 10 acre Carlmont Park.
- 2. Explore sources of funds and budget for the development of Hallmark and Carlmont parks.
- 3. Establish criteria, within state law restrictions, for the use of park dedication fees.
- 4. Review the feasibility, costs and benefits of stocking Waterdog Lake to create an opportunity for recreational fishing.

Open Space

- 1. Prepare and adopt a community trails plan.
- 2. Inventory significant trees within the City and prepare and adopt an ordinance governing tree planting and removal.
- 3. Create a new zoning district for lands permanently designated as open space. Use the existing A zone only for lands in transition such as East Belmont.

4. Add to the subdivision ordinance provisions to protect solar access in new subdivisions. Explore options for enhancing and protecting solar access in existing subdivisions.
5. Review and revise standards for planting street trees and landscaping in commercial, institutional and industrial areas. Review landscaping requirements for off-street parking areas.
6. Adopt an ordinance prohibiting use of off-road vehicles in City parks and open space areas.

CIRCULATION ELEMENT

1. Designate scenic corridors along Ralston Avenue and Alameda de las Pulgas and establish design criteria for development within the corridors.
2. Review and revise standards for off-street parking considering the impact of variances from the existing standards.
3. When funds permit, revise and update traffic projections based on the land uses established in the General Plan. As needed revise the Circulation and Noise elements in light of the projections.

NOISE ELEMENT

1. Prepare and adopt a noise ordinance.
2. Establish a program for monitoring noise levels, particularly at sites with noise sensitive uses.
3. Compile information on methods of noise abatement for use by residents and businesses in the City.
4. Record noise levels in the Sterling Downs neighborhood to evaluate the effectiveness of the noise wall along U.S. 101.
5. Following completion of traffic projections, revise projected noise contours. If practical, convert the noise level information to the CNEL scale.

SEISMIC SAFETY-SAFETY ELEMENT

1. Adopt an ordinance establishing procedures for requiring engineering geology and soils investigations and reports for new development.
2. Establish and maintain a system for filing geologic and soils reports so that the information is easily retrieved.
3. Provide for updating of geologic hazard mapping as new information is available.

4. Review disaster response plans and develop program for increasing public awareness of response plans and individual actions which can assist response and recovery operations.
5. Adopt an evacuation plan for the dam inundation area of the Crystal Springs Dam. Review emergency access and egress from developed parts of the City and develop plans to correct deficiencies.
6. Inventory structures built prior to 1933 and prepare a phased program of abating hazards starting with structures essential for emergency response.
7. Inspect all structures essential for emergency response and take whatever remedial measures are needed to ensure that they remain functional in a disaster.
8. Compile a list of privately-owned heavy equipment potentially available for search and rescue and debris removal following a disaster.

CONSERVATION ELEMENT

1. Prepare and adopt design criteria for alternative energy systems.
2. Explore options and set up procedures for settling disputes between residents over blockage of views.

HOUSING ELEMENT

The steps needed to carry out the goals and policies of the Housing Element are contained in the Action Program adopted as part of the element.

Appendix B – Initial Study

APPENDIX B - INITIAL STUDY

Environmental Impacts of the Belmont General Plan

As required by the California Environmental Quality Act, the environmental impacts of a General Plan must be evaluated. The evaluation is to include a general assessment of the impacts that would be expected with development pursuant to the plan. This appendix contains an initial study resulting in findings supporting a Negative Declaration. The initial study consists of a project description, environmental checklist and comments keyed to the environmental checklist for all "yes" and "maybe" responses.

PROJECT DESCRIPTION

The project is a completely revised General Plan for the City of Belmont. The plan consists of four parts and includes the nine elements required by state planning law. Part 1 provides basic descriptive material, background concerning the preparation and organization of the plan, and general community goals and policies. Part 2, Elements of the Land Use Pattern, includes the Land Use-Open Space and Circulation elements. Part 3, Elements of Community Quality, includes the Noise, Seismic Safety-Safety, Conservation and Housing elements. Part 4 is the General Plan Diagram which shows the pattern of land uses and circulation arising from the goals and policies of the various plan elements. Actions needed to implement the plan are listed in Appendix A.

Belmont is an almost fully developed community and, to a great extent, the plan reflects the existing land use and circulation pattern. Residents of the City have expressed a strong desire to preserve the existing character and environment of the City. The plan also reflects this desire and contains far more measures to protect the present quality of the community than to bring about change. Environmental protection is at the heart of the document and is a major component of all the elements.

Environmental impacts from development occurring in accord with the plan will be minimal and localized. New residential development is planned to occur through infilling on vacant subdivided lots. Development is also planned on large parcels in the Western Hills and, possibly, in the San Juan Canyon area. Such development will occur under a set of policies that clearly require siting, design, landscaping and construction to minimize impacts on the natural environment, on public safety and on public services. The plan calls for compact, environmentally sound development with as much land as possible left in permanent open space. No development will be approved in these areas without careful evaluation to achieve consistency with plan goals and policies.

New development is also planned in the environmentally sensitive area of Belmont east of U.S. 101. The plan calls for development in a mix of uses under policies to preserve the sloughs, wildlife habitats and to mitigate potential hazards of flooding, earthquake shaking, methane gas leaks and difficult foundation conditions. A complete environmental impact report will be required prior to approval of development of the area and mitigation measures will be required as needed.

Other possible impacts could stem from new development or redevelopment in the Costanos Community Development Area, especially the portion encompassing the Central Business District. Environmental impacts will be fully assessed on a project by project basis in line with policies in the plan.

In the areas where development is proposed, the uses are the same as those in existing General Plan and the intensity of proposed development is no greater than permitted under the existing plan. The overall impact of adopting the General Plan as proposed is likely to be beneficial over both the short and long term. Where adverse impacts are expected, the plan clearly establishes a framework of policies and standards to address and mitigate them.

City of Belmont
ENVIRONMENTAL CHECKLIST FORM
 (To Be Completed By Lead Agency)

I. Background

1. Name of Proponent City of Belmont
2. Address and Phone Number of Proponent 1365 Fifth Avenue, Belmont, CA 94002
(415) 573-2201
3. Date of Checklist Submitted April 1982
4. Agency Requiring Checklist City of Belmont
5. Name of Proposal, if applicable General Plan Revision

II. Environmental Impacts

(Explanations of all "yes" and "maybe" answers are required on attached sheets.)

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>
1. Earth. Will the proposal result in:			
a. Unstable earth conditions or in changes in geologic substructures?	<u> </u>	<u> X </u>	<u> </u>
b. Disruptions, displacements, compaction or overcovering of the soil?	<u> X </u>	<u> </u>	<u> </u>
c. Change in topography or ground surface relief features?	<u> </u>	<u> X </u>	<u> </u>
d. The destruction, covering or modification of any unique geologic or physical features?	<u> </u>	<u> X </u>	<u> </u>
e. Any increase in wind or water erosion of soils, either on or off the site?	<u> </u>	<u> X </u>	<u> </u>
f. Changes in deposition or erosion of beach sands, or changes in siltation, deposition or erosion which may modify the channel of a river or stream or the bed of the ocean or any bay, inlet or lake?	<u> </u>	<u> X </u>	<u> </u>

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>
g. Exposure of people or property to geologic hazards such as earthquakes, landslides, mudslides, ground failure, or similar hazards?	_____	<u>X</u>	_____
2. Air. Will the proposal result in:			
a. Substantial air emissions or deterioration of ambient air quality?	_____	<u>X</u>	_____
b. The creation of objectionable odors?	_____	<u>X</u>	_____
c. Alteration of air movement, moisture, or temperature, or any change in climate, either locally or regionally?	_____	_____	<u>X</u>
3. Water. Will the proposal result in:			
a. Changes in currents, or the course of direction of water movements, in either marine or fresh waters?	_____	_____	<u>X</u>
b. Changes in absorption rates, drainage patterns, or the rate and amount of surface runoff?	_____	<u>X</u>	_____
c. Alterations to the course or flow of flood waters?	_____	_____	<u>X</u>
d. Change in the amount of surface water in any water body?	_____	_____	<u>X</u>
e. Discharge into surface waters, or in any alteration of surface water quality, including but not limited to temperature, dissolved oxygen or turbidity?	_____	<u>X</u>	_____
f. Alteration of the direction or rate of flow of ground waters?	_____	_____	<u>X</u>
g. Change in the quantity of ground waters, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations?	_____	_____	<u>X</u>
h. Substantial reduction in the amount of water otherwise available for public water supplies?	_____	_____	<u>X</u>
i. Exposure of people or property to water related hazards such as flooding or tidal waves?	_____	<u>X</u>	_____

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>
4. Plant Life. Will the proposal result in:			
a. Change in the diversity of species, or number of any species of plants (including trees, shrubs, grass, crops, and aquatic plants)?	<u> </u>	<u> X </u>	<u> </u>
b. Reduction of the numbers of any unique, rare or endangered species of plants?	<u> </u>	<u> X </u>	<u> </u>
c. Introduction of new species of plants into an area, or in a barrier to the normal replenishment of existing species?	<u> </u>	<u> </u>	<u> X </u>
d. Reduction in acreage of any agricultural crop?	<u> </u>	<u> </u>	<u> X </u>
5. Animal Life. Will the proposal result in:			
a. Change in the diversity of species, or numbers of any species of animals (birds, land animals including reptiles, fish and shellfish, benthic organisms or insects)?	<u> </u>	<u> X </u>	<u> </u>
b. Reduction of the numbers of any unique, rare or endangered species of animals?	<u> </u>	<u> X </u>	<u> </u>
c. Introduction of new species of animals into an area, or result in a barrier to the migration or movement of animals?	<u> </u>	<u> </u>	<u> X </u>
d. Deterioration to existing fish or wildlife habitat?	<u> </u>	<u> X </u>	<u> </u>
6. Noise. Will the proposal result in:			
a. Increases in existing noise levels?	<u> X </u>	<u> </u>	<u> </u>
b. Exposure of people to severe noise levels?	<u> </u>	<u> X </u>	<u> </u>
7. Light and Glare. Will the proposal produce new light or glare?	<u> X </u>	<u> </u>	<u> </u>
8. Land Use. Will the proposal result in a substantial alteration of the present or planned land use of an area?	<u> X </u>	<u> </u>	<u> </u>
9. Natural Resources. Will the proposal result in:			
a. Increase in the rate of use of any natural resources?	<u> </u>	<u> X </u>	<u> </u>

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>
b. Substantial depletion of any nonrenewable natural resource?	_____	<u>x</u>	_____
10. Risk of Upset. Will the proposal involves			
a. A risk of an explosion or the release of hazardous substances (including, but not limited to, oil, pesticides, chemicals or radiation) in the event of an accident or upset conditions?	_____	_____	<u>x</u>
b. Possible interference with an emergency response plan or an emergency evacuation plan?	_____	_____	<u>x</u>
11. Population. Will the proposal alter the location, distribution, density, or growth rate of the human population of an area?	<u>x</u>	_____	_____
12. Housing. Will the proposal affect existing housing, or create a demand for additional housing?	<u>x</u>	_____	_____
13. Transportation/Circulation. Will the proposal result in:			
a. Generation of substantial additional vehicular movement?	<u>x</u>	_____	_____
b. Effects on existing parking facilities, or demand for new parking?	<u>x</u>	_____	_____
c. Substantial impact upon existing transportation systems?	_____	<u>x</u>	_____
d. Alterations to present patterns of circulation or movement of people and/or goods?	_____	<u>x</u>	_____
e. Alterations to waterborne, rail or air traffic?	_____	<u>x</u>	_____
f. Increase in traffic hazards to motor vehicles, bicyclists or pedestrians?	_____	<u>x</u>	_____
14. Public Services. Will the proposal have an effect upon, or result in a need for new or altered governmental services in any of the following areas:			
a. Fire protection?	_____	<u>x</u>	_____
b. Police protection?	_____	<u>x</u>	_____
c. Schools?	<u>x</u>	_____	_____

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>
d. Parks or other recreational facilities?	<u>X</u>	<u> </u>	<u> </u>
e. Maintenance of public facilities, including roads?	<u> </u>	<u> </u>	<u>X</u>
f. Other governmental services?	<u> </u>	<u>X</u>	<u> </u>
15. Energy. Will the proposal result in:			
a. Use of substantial amounts of fuel or energy?	<u> </u>	<u>X</u>	<u> </u>
b. Substantial increase in demand upon existing sources of energy, or require the development of new sources of energy?	<u> </u>	<u>X</u>	<u> </u>
16. Utilities. Will the proposal result in a need for new systems, or substantial alterations to the following utilities:			
a. Power or natural gas?	<u> </u>	<u>X</u>	<u> </u>
b. Communications systems?	<u> </u>	<u>X</u>	<u> </u>
c. Water?	<u> </u>	<u>X</u>	<u> </u>
d. Sewer or septic tanks?	<u> </u>	<u>X</u>	<u> </u>
e. Storm water drainage?	<u> </u>	<u>X</u>	<u> </u>
f. Solid waste and disposal?	<u> </u>	<u>X</u>	<u> </u>
17. Human Health. Will the proposal result in:			
a. Creation of any health hazard or potential health hazard (excluding mental health)?	<u> </u>	<u> </u>	<u>X</u>
b. Exposure of people to potential health hazards?	<u> </u>	<u> </u>	<u>X</u>
18. Aesthetics. Will the proposal result in the obstruction of any scenic vista or view open to the public, or will the proposal result in the creation of an aesthetically offensive site open to public view?	<u> </u>	<u>X</u>	<u> </u>
19. Recreation. Will the proposal result in an impact upon the quality or quantity of existing recreational opportunities?	<u>X</u>	<u> </u>	<u> </u>
20. Cultural Resources.			
a. Will the proposal result in the alteration of or the destruction of a prehistoric or historic archaeological site?	<u> </u>	<u> </u>	<u>X</u>

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>
b. Will the proposal result in adverse physical or aesthetic effects to a prehistoric or historic building, structure, or object?	_____	_____	<u>X</u>
c. Does the proposal have the potential to cause a physical change which would affect unique ethnic cultural values?	_____	_____	<u>X</u>
d. Will the proposal restrict existing religious or sacred uses within the potential impact area?	_____	_____	<u>X</u>
21. Mandatory Findings of Significance.			
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	_____	_____	<u>X</u>
b. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals? (A short-term impact on the environment is one which occurs in a relatively brief, definitive period of time while long-term impacts will endure well into the future.)	_____	_____	<u>X</u>
c. Does the project have impacts which are individually limited, but cumulatively considerable? (A project may impact on two or more separate resources where the impact on each resource is relatively small, but where the effect of the total of those impacts on the environment is significant.)	_____	<u>X</u>	_____
d. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	_____	_____	<u>X</u>

III. Discussion of Environmental Evaluation

IV. Determination (To be completed by the Lead Agency)

On the basis of this initial evaluation:

I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.



I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described on an attached sheet have been added to the project. A NEGATIVE DECLARATION WILL BE PREPARED.



I find the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.



Date

Signature

For City of Belmont

COMMENTS

(Keyed to Environmental Check List Form)

1. Earth

- 1a. New development carried out pursuant to the General Plan could result in unstable earth conditions or changes in geologic substructures; however, the plan recommends engineering geology and soils investigations prior to approval of new development. The intent of the plan is to avoid such impacts (General Community Goals and Policies, Land Use-Open Space Element and Seismic Safety - Safety Element).
- 1b. New development in accord with the plan would result in disruption, displacement, compaction or overcovering of the soil, but policies of the plan clearly limit such impacts to the minimum possible short of precluding all new development (General Community Goals and Policies, Land Use-Open Space Element and Seismic Safety - Safety Element).
- 1c. New development in accord with the plan could result in changes in topography or ground surface relief features, but policies clearly state the intention to limit such impacts to the minimum possible (General Community Goals and Policies, Land Use-Open Space Element, Conservation Element).
- 1d. Although the impact is possible, the plan is explicit in preserving geologic and physical features of the City (General Community Goals and Policies, Land Use-Open Space Element, Conservation Element).
- 1e. Increases in wind or water erosion of soils are possible with any new development, but the plan requires actions to minimize such impacts (General Community Goals and Policies, Land Use-Open Space Element, Conservation Element).
- 1f. Additional development could increase siltation, erosion or modify the channels of Belmont and East Laurel creeks or Belmont and O'Neill sloughs, but the plan has many policies to protect these waterways (General Community Goals and Policies, Land Use-Open Space Element, Conservation Element).
- 1g. Exposure of people to geologic hazards could occur but the plan provides the framework to minimize such exposure (Seismic Safety - Safety Element).

2. Air

- 2a. Air emissions could be substantially increased as a result of traffic generated by mixed use development in East Belmont.

Possible impacts will be fully evaluated in an Environmental Impact Report prepared prior to approval of any project (Land Use-Open Space Element).

- 2b. Objectionable odors could result from grading operations on the old land fill site in East Belmont in conjunction with mixed use development of the area. The potential impact will be evaluated in an Environmental Impact Report prepared prior to approval of any project (Land Use-Open Space Element).

3. Water

- 3b. Development in accord with the plan could affect absorption rates, drainage patterns or surface water runoff. The plan establishes policies to minimize such effects (General Community Goals and Policies, Land Use-Open Space Element, Conservation Element).
- 3e. Surface water quality can be adversely affected by development activity but this potential impact will be minimized under the plan (Conservation Element).
- 3i. The plan requires elevation or flood proofing of structures in flood hazard areas as defined for the National Flood Insurance program and evaluation of proposed projects to ensure avoidance of flood hazards (Seismic Safety - Safety Element).

4. Plant Life

- 4a,b The plan recommends increased use of native and drought-resistant plant materials in new landscaping and preservation of heritage trees, riparian vegetation and wooded open spaces (Land Use-Open Space Element and Conservation Element).

5. Animal Life

- 5abd No significant impacts on animal life are expected as a result of development pursuant to the plan. The plan favors protection of fish and wildlife habitats (Land Use-Open Space Element and Conservation Element).

6. Noise

- 6a,b Noise levels and exposure of people to noise could increase as the result of increased traffic generated by new development in accord with the plan. The plan establishes standards relating land uses to the noise environment and provides for evaluation of the impact of new development on noise levels, especially in residential areas (Noise Element).

7. Light and Glare

New development could increase light and glare. The potential impact and determination of measures to mitigate problems would be evaluated on a project by project basis.

8. Land Use

The plan proposes no major changes in existing planned land uses. As set forth in the plan, some intensification of use would occur in the Central Business District. New uses are likely within the Los Costanos redevelopment area. Development in East Belmont will be subject to constraints based on thorough evaluation of the site and the environmental impacts of development. New residential development is planned to occur in a manner that preserves the natural characteristics of the areas and minimizes environmental impacts. Proposed projects within the Central Business District or the redevelopment area would be reviewed for environmental impacts in line with the land use policies of this plan (Land Use-Open Space Element).

9. Natural Resources

9a,b Any increase in population results in an increase in the use of natural resources. Belmont's population is expected to increase by about 3,500 with full development according to the plan. Natural resources within the community are protected by the policies of the plan and no significant increase in the rate of resource use or depletion of nonrenewable resources is anticipated (Conservation Element).

11. Population

Adoption and implementation of the General Plan will determine the location, distribution and density of population in the area. The rate of population growth will be determined primarily by external economic, demographic and social factors. The plan proposes that new housing be built in areas environmentally suitable for development and that the density of development be determined in part by natural characteristics of the land, mainly slope and the presence of geologic hazards. The long-term effect of adopting and implementing the plan should be more environmentally sound accommodation of population growth than would occur without the plan (Land Use-Open Space Element).

12. Housing

The plan provides for additional housing in specified areas of the community. The demand for housing in the community is also expected to increase as a result of the creation of new jobs through redevelopment or intensification of use in the City's commercial and industrial areas. Development in accord with the plan will be located and designed to preserve the natural

environment to the extent possible. Full environmental assessment of major development projects will be conducted as they are proposed and appropriate mitigation measures incorporated into project design (Land Use-Open Space Element, Housing Element).

13. Transportation/Circulation

13ab Development in accord with the General Plan would generate additional traffic and create a need for additional parking facilities. However, no major changes to the transportation system are expected to be needed to accommodate the additional traffic. The impacts of new development on traffic and parking need will be carefully evaluated prior to approval (Circulation Element).

13cde Only minor, if any, impacts are expected on the existing transportation system, patterns of circulation or waterborne, rail or air traffic as a result of development in accord with the plan. Impacts will be addressed on a project by project basis (Circulation Element).

13f. Possible increases in traffic hazards to motorists, bicyclists or pedestrians are addressed by policies concerning design of intersections, requirements for sidewalks and paths, creation of neighborhood and main bike routes and preparation of a trails plan (Land Use-Open Space Element, Circulation Element).

14. Public Services

14ab Some increase in fire or police protection will be required to serve development in East Belmont and possible in the San Juan area or Western Hills. Needs will be fully evaluated and met as development is proposed (Land Use-Open Space Element).

14c. The major impact of the plan on schools is likely to be a continuing decline in enrollment, though possibly at a slower rate. Provision is made in the plan for joint use of school properties, and possible reuse as a means of reducing the impacts (Land Use-Open Space Element).

14d. The General Plan provides for development of active recreation facilities at Hallmark, Carlmont and Marina parks. Although the City is not expected to fully meet its standards for park acreage, especially for neighborhood parks, the plan proposes more efficient use of existing facilities to offset the expected deficiency in park acreage (Land Use-Open Space Element).

14f. Little impact is expected on other government services. Impacts that might attend the proposed consolidation of City administrative offices or relocation of Belmont School District offices will be evaluated when those actions take place, probably well into the future (Land Use-Open Space Element).

15. Energy

15ab Development in accord with the plan is not expected to substantially increase energy or fuel use. However, the plan provides for establishing standards to protect solar access and design criteria for installation of alternative energy systems. Energy conservation by public and private entities is favored by the plan (Conservation Element).

16. Utilities

16a-f The need for new utility systems will occur with planned development in East Belmont and, depending on the location of development, in the San Juan area and Western Hills. The needs and environmental impacts of meeting the needs will be fully evaluated prior to approving development in these areas (Land Use-Open Space Element).

18. Aesthetics

Residential development in the hillsides could obstruct views from existing residences. The plan calls for consideration of impact on views as part of review of projects and the establishment of procedures to mediate disputes over views (Land Use-Open Space Element, Conservation Element).

19. Recreation

Recreational opportunities are expected to increase with development of Hallmark, Carlmont and Marina parks as proposed in the plan. Possible school closures threaten loss of important community recreational facilities, but the plan stresses the importance of preserving this function of school sites under any plans for reuse (Land Use-Open Space Element).

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